



**Finance & Administration Committee**

**Fiscal Year 2012**

**Financial Summary  
and  
Quarterly Financial Report**

**2<sup>nd</sup> Quarter FY2012  
December 2011**



# Operating Budget Report

2nd Quarter FY2012

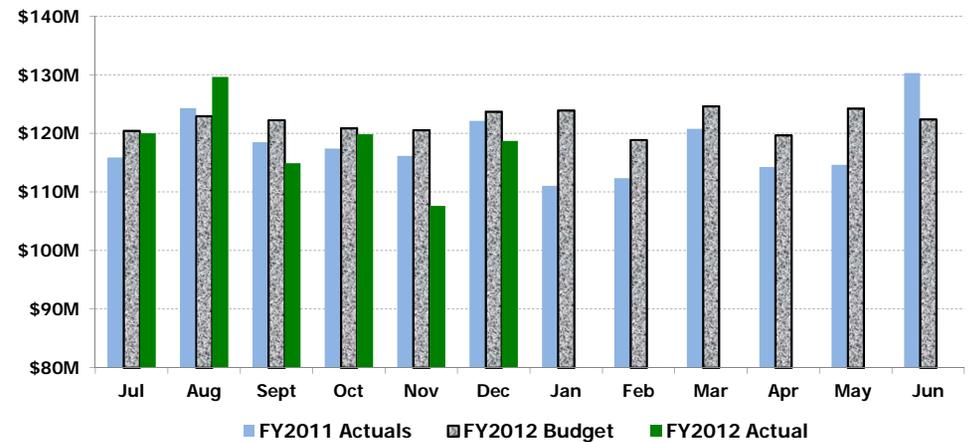
## Operating Budget (\$ in Millions)

Q2	Q2-FY11		Q2-FY12		Variance FY12	
	Actuals	Actual	Budget	\$	Percent	
Revenue	\$ 191	\$ 191	\$ 193	\$ (3)	-1%	
Expense	\$ 356	\$ 346	\$ 365	\$ 19	-5%	
Subsidy	\$ 165	\$ 155	\$ 172	\$ 17	-10%	
Cost Recovery	54%	55%	53%			

YTD	FY2011		FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 395	\$ 397	\$ 401	\$ (4)	-1%	
Expense	\$ 714	\$ 711	\$ 731	\$ 20	-3%	
Subsidy	\$ 319	\$ 314	\$ 330	\$ 17	-5%	
Cost Recovery	55%	56%	55%		1%	

## Operating Expenditures (\$ in Millions)



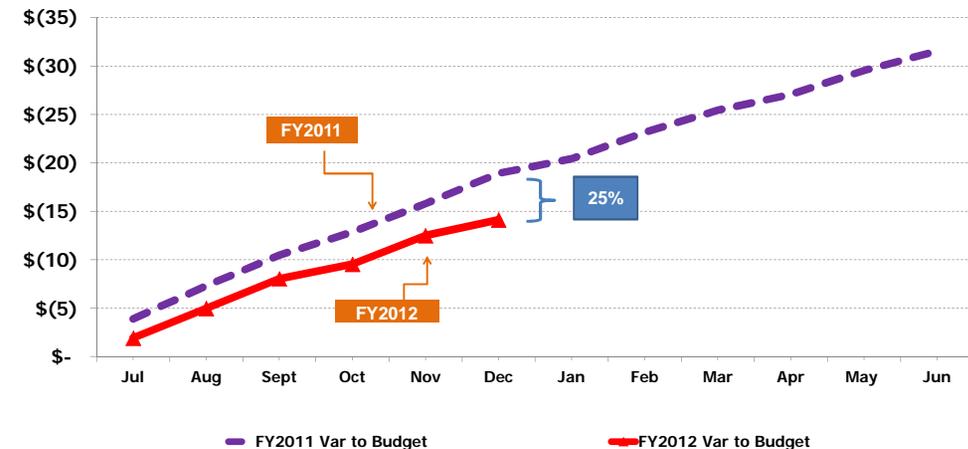
## Operating Program Highlights

As of December YTD, Metro is **favorable to budget** by \$17M, or 5%

Year-to-date expenditures - \$20.1 M or 2.7% favorable to budget

- Salary & wages below budget by \$8.6 M due to vacancies and YTD capitalization of labor
- Overtime (\$14.1 M) and fringe benefits (\$1.8 M) over budget due to vacancies and leave coverage in TIES, RAIL and Bus
- Materials and Supply expenses (\$3.9 M) over budget due to expenses associated with the South East garage closure, and a lag in capitalization of brake and elevator parts
- Service of \$15.4 M were favorable due to savings in paratransit expenses, and timing delays in TIES contract utilization and processing awards for BUS
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$8.9 M and \$7.0 M respectively

## YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



## Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees or Treasury.



# Revenue and Ridership Report

2nd Quarter FY2012

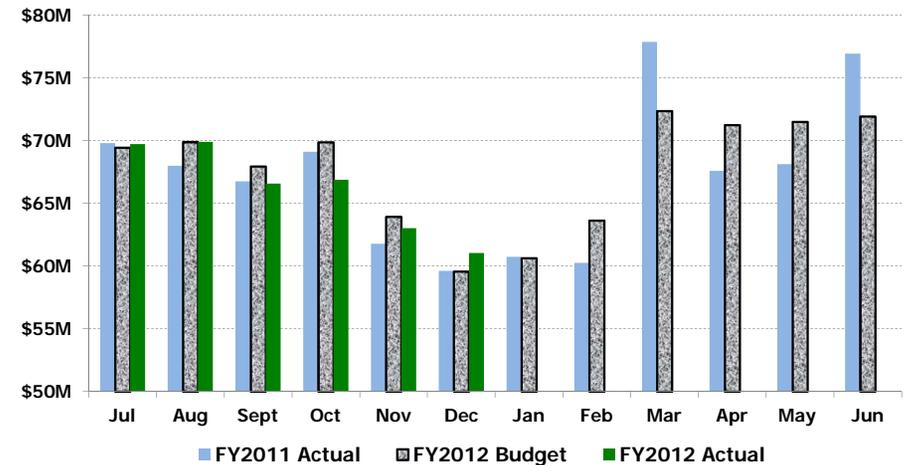
## Ridership (trips in thousands)

Q2	Q2-FY2011		Q2-FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	51,182	51,788	52,136	1%	-1%	
Metrobus	29,778	32,252	29,152	8%	11%	
MetroAccess	598	514	613	-14%	-16%	
<b>System Total</b>	<b>81,558</b>	<b>84,554</b>	<b>81,901</b>	<b>4%</b>	<b>3%</b>	

YTD	FY2011		FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	107,709	107,689	109,099	0%	-1%	
Metrobus	61,440	65,729	60,773	7%	8%	
MetroAccess	1,211	1,030	1,247	-15%	-17%	
<b>System Total</b>	<b>170,360</b>	<b>174,447</b>	<b>171,119</b>	<b>2%</b>	<b>2%</b>	

## Revenue



## Revenue and Ridership Highlights

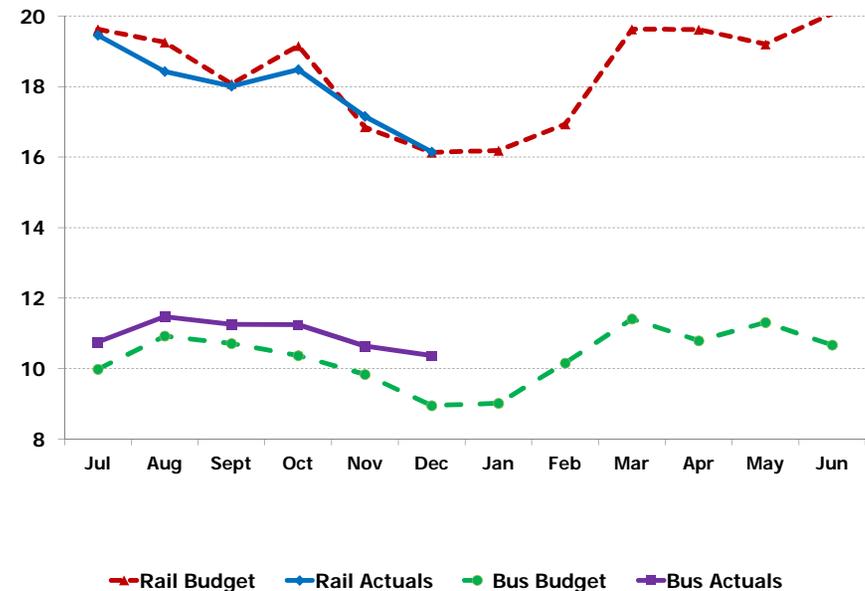
### Year-to-date Revenue

- Year-to-date, Metro is (\$3.5 M) unfavorable to budget in revenue
- Rail passenger fares are (\$6.5 M) below budget. Revenue in December was favorable to budget due to high ridership, resulting in an average fare of \$2.65 for the month, \$2.61 year-to-date.
- Bus passenger revenue is \$4.5 M favorable, December was highly favorable due to strong ridership. Average fare year-to-date is \$1.00
- Total other revenue is (\$1.5 M) below budget

### Year-to-date Ridership

- Rail ridership in December continued to show signs of improvement, exceeding projection by 500,000. Similar to November, passenger trips were up during all periods over the prior year; the largest increase occurring during the evening period. YTD ridership is 1.3% below projection.
- Bus ridership YTD is 5 M or 8.2% above budget, and 4.3 M or 7% above prior year. Average weekday ridership has been strong at 441,000 trips per day.
- Both Rail and Bus ridership were strong in December due to favorable weather. Compared to the prior two years, the warm temperatures and no snow encouraged people to utilize public transit.
- In addition, the holidays fell on the weekends, resulting in only one federal holiday in December. As a result, there was an increase in commuter trips over the prior year.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

2nd Quarter FY2012

## Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$844	\$754	\$150	\$290	\$554
FY2012 CIP	\$1,042	\$917	\$515	\$510	\$533

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
<b>Total</b>	<b>\$213</b>	<b>\$213</b>	<b>\$60</b>	<b>\$153</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$844	\$754	\$575	\$256	76%	34%
FY2012 CIP	\$1,042	\$917	\$699	\$307	76%	33%

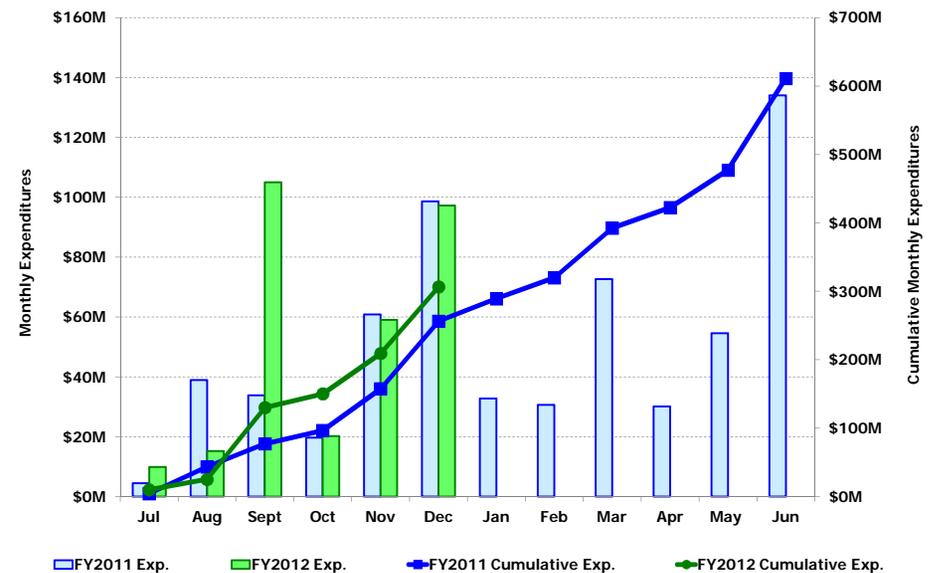
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$9	\$1	16%	1%
ARRA	56	55	35	98%	62%
Reimbursable	100	85	41	84%	41%
<b>Total</b>	<b>\$213</b>	<b>\$149</b>	<b>\$76</b>	<b>70%</b>	<b>36%</b>

## Capital Program Highlights

As of December 31<sup>st</sup>:

- The Capital Improvement Program (CIP) has expended \$307 million in FY2012. This is \$51 million, or 20 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$917 million for the fiscal year.
- 94 of the 100 FY2012 replacement buses have been received of which 48 have been placed into service.
- Major repairs were completed on escalators at the Largo Town Center and Minnesota Ave Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Arlington Cemetery and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Greenbelt Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 523 open joints; retrofitted 1,375 In ft of floating slabs; replaced 542 "High Voltage" roadway safety signs; rehabilitated 6,698 In ft of grout pads; tamped 26 miles of track; repaired 597 leaks; and replaced 11,307 cross ties, 1,1680 fasteners, 4,729 insulators, 6.5 miles ft of running rail, 8,455 direct fixation fasteners, 16 turnouts

## CIP Expenditures (\$ in Millions)



## Capital Budget Reprogramming Status

Through the end of the second quarter, \$30.5 million, or 3.4%, of an approved budget of \$888.9 million has been authorized for reprogramming by the General Manager. This leaves \$13.9 million available for reprogramming before the 5% cap set by the Board is reached.



# HR Vacancy Report

2nd Quarter FY2012

## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,226	558	5%	Vacancies were flat quarter over quarter but down from 685 in July

### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	3,115	159	5%	TIES Recruitment Specialist recently hired
Bus Services	3,796	122	3%	
Rail Transportation	1,499	112	7%	Rail hiring process is dependent on progress in Bus filling positions
Information Technology	251	49	20%	IT Recruitment Specialist recently hired
Metro Police Department	635	23	4%	
Rail Transportation				

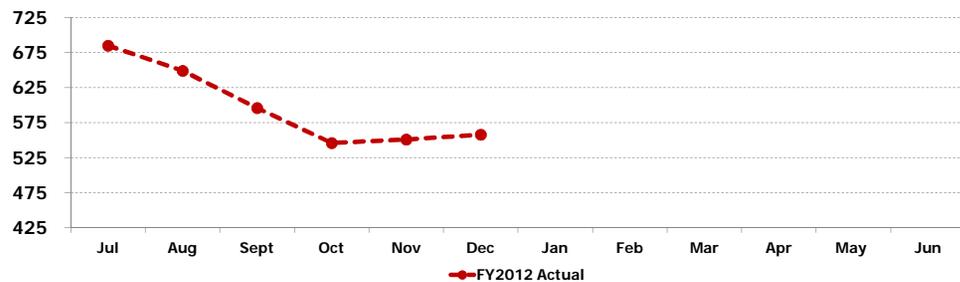
## Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Capital Positions</b>	1,019	179	18%	Vacancies have fallen steadily throughout the year from 23% to 18%

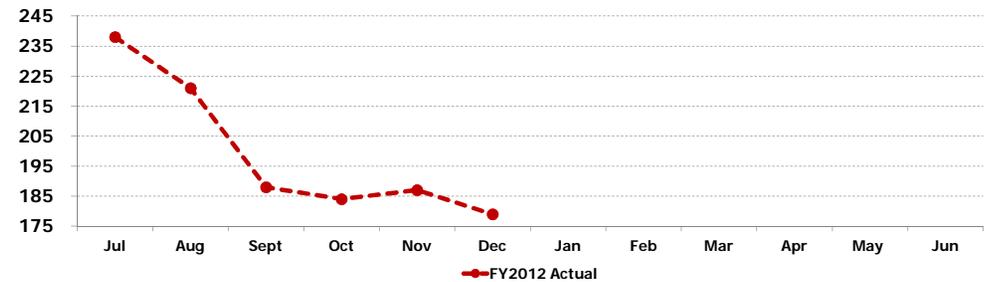
### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	767	114	15%	TIES Recruitment Specialist recently hired
Information Technology	37	25	68%	IT Recruitment Specialist recently hired
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

Operating Vacancy Trend



Capital Vacancy Trend





**Washington Metropolitan Area Transit Authority**  
**Fiscal Year 2012 Financials**

**Quarterly Financial Report**

**2<sup>nd</sup> Quarter**

**October – December 2011**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
Q2 - FY2012  
October - December 2011**

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**REPORT SECTIONS**

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- **Ridership**
- **Expense**

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**Capital expenditures and Reimbursable projects**

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**Passenger Rail Investment and Improvement Act (PRIIA)**

**Jurisdictional balances on account**

**Grant activity**

**Sole source awards**



**OPERATING BUDGET**

Year-to-date (YTD), through the end of December, total expense less revenue was \$313.6 million, which was under budget by \$16.6 million, or five percent. Expenditures year-to-date were \$710.7 million, \$20.1 million below budget; while revenues totaled \$397.1 million, \$3.5 million less than anticipated.

Rail revenues were below target for each of the first five months of FY2012, while in December rail passenger revenue had a slight budget surplus. December's favorable variance of \$0.2 million is in contrast to October's deficit of \$3.0M.

Bus revenues have outperformed projections consistently for the first six months. Total bus revenues were four percent or \$4.5 million over budget, year-to-date. December's positive revenue variance marks the eleventh consecutive month that bus revenue actuals outperformed budget.

Total expenditures were \$20.1 million or 3 percent under budget YTD. During the second quarter, Accounting completed adjustments to labor costs for capital projects that were incorrectly charged to operations during the first quarter. YTD, overtime budgets have a negative variance of \$14.1 million due to a large number of vacancies and operating support of major maintenance activities. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Table 1

(\$ Millions)	Q2-FY11	Q2-FY2012		Budget Variance	
	Actual	Actual	Budget		
	<b>Quarterly Budget Variance</b>			<b>Variance</b>	
Revenue	\$190.5	\$190.9	\$193.4	(\$2.4)	-1%
Expense	\$355.7	\$346.2	\$365.2	\$19.0	5%
Subsidy	\$165.2	\$155.2	\$171.8	\$16.6	10%
Cost Recovery	54%	55%	53%		
	<b>Year to Date Budget Variance</b>			<b>Variance</b>	
Revenue	\$395.1	\$397.1	\$400.6	(\$3.5)	-1%
Expense	\$714.3	\$710.7	\$730.8	\$20.1	3%
Subsidy	\$319.2	\$313.6	\$330.2	\$16.6	5%
Cost Recovery	55.3%	55.9%	54.8%		



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report -- Q2 - FY2012**

**Ridership**

Rail ridership year-to-date was 108 million trips, only 20 thousand fewer trips than the same period last fiscal year, a decrease of less than one percent. Compared with the ridership projection for FY2012 of 109 million trips, ridership year-to-date was 1.4 million trips or one percent below budget.

Bus ridership was 65.7 million trips, 4.3 million trips above the same period last year, which is an increase of 7.0 percent and above FY2012 budget projections by 5.0 million trips, or 8.2 percent.

MetroAccess transported 1.0 million passengers year-to-date, which is 15 percent lower than the same period last year.

Table 2

	YTD-FY11 <i>Actual</i>	YTD - FY2012 <i>Actual      Budget</i>		<i>Above/(Below) Prior Year    Budget</i>	
<i>Trips</i>	<b>YTD Average Weekday Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	723,401	732,991	733,179	1%	(0%)
<b>Metrobus</b>	413,134	441,227	410,245	7%	8%
<b>MetroAccess</b>	7,965	6,822	8,439	(14%)	(19%)
<b>System Total</b>	1,144,500	1,181,039	1,151,863	3%	3%
<i>Trips (Thousands)</i>	<b>Fiscal Year to Date Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	107,709	107,689	109,099	(0%)	(1%)
<b>Metrobus</b>	61,440	65,729	60,773	7%	8%
<b>MetroAccess</b>	1,211	1,030	1,247	(15%)	(17%)
<b>System Total</b>	170,360	174,447	171,119	2%	2%

***Rail***

Total Metrorail ridership through December was 107.7 million trips, a decrease of 20,000 trips or less than one percent compared to the first six-months of FY2011. Year-to-date ridership is 1.3 percent or 1.4 million trips below projection. For the second quarter of FY2012, Metrorail ridership experienced a slight increase in ridership compared to the prior year.

Table 3

<b>Q2 Rail Ridership</b>				
(in '000s)	<b><u>FY2011</u></b>	<b><u>FY2012</u></b>	<b><u>Variance</u></b>	
October	18,900	18,484	-416	-2%
November	16,626	17,156	530	3%
December	15,656	16,148	492	3%
<b>Total</b>	51,182	51,788	606	1%



## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

The weather for the Washington DC metropolitan area was unusually warm during the second quarter. There were twenty days in November and eight days in December where the daily high was above sixty degrees Fahrenheit. In comparison, temperatures for the prior two years were seasonal and both received snow in December. The warm temperatures had a favorable impact on passengers, encouraging people to utilize public transit.

In November, Metrorail lost an estimated 11,000 trips due to the cancellation of the two NBA games resulting from the lockout dispute. This loss was countered by other large events held in the District of Columbia during the month.

This year Christmas Eve, Christmas Day, New Year's Eve and New Year's Day fell on the weekend. The federal holidays for Christmas and New Year's Day both fell on Monday after the holiday. This had two effects on ridership. First, there was an overall increase in commuters compared to prior year because there was less incentive to take the eve of the holiday off of work. Second, there was one less federal holiday in the month of December. An additional 500,000 trips were taken during the last week in December FY2012 compared to FY2011.

For second quarter, average weekday ridership was 717,400 trips, a three percent increase over the same period last fiscal year. The average weekday ridership for the quarter was up during all time periods of the day. Year-to-date average weekday ridership of 733,000 is above prior year by 1.3 percent and only slightly less than projections with a variance of less than one percent.

Total weekend ridership was strong in November, but below prior year in October and December due to low Saturday ridership. For the quarter, average Saturday ridership was 329,700 trips, a decline in average Saturday ridership of 10.0 percent from the previous year. Saturday ridership during the prior October FY2011 was uncommonly high due to the Rally to Restore Sanity held on October 31<sup>st</sup>, resulting in the year over year decline to be greater than it would have been. Average Sunday ridership for the second quarter was 203,000 trips, one percent above the average for the previous year.

### ***Bus***

Total Metrobus ridership for the second quarter of the fiscal year increased from 30 million trips in FY2011 to 32.3 million trips in FY2012, an increase of 2.5 million trips or 8.3 percent. When compared to budget, ridership was 3.1 million trips above projection. Year-to-date bus ridership is 65.7 million, an increase of seven percent over prior year and 8.2 percent over projection.

Metrobus monthly ridership continues to be higher than the same period from the prior year. One of the variables correlated to Metrobus ridership is Washington DC population growth and demographics. While population growth is starting to slow, there has been a very slight demographic shift in residents who are inclined to utilize the bus for commuting purposes.

*"The District's population figures cap a decade of success in maneuvering a turnaround in the city's fortunes, and its image. Barely 15 years ago, the District had a widespread reputation for having streets that wouldn't get plowed after a winter storm and that were*



## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

*crime-ridden in any season. Now, the District routinely shows up on lists of cool cities where young people gravitate, and it is drawing as many young adults as ultra-hip Austin and Portland. Three in four newcomers in recent years have been between the ages of 18 and 34. They have zero interest in the suburbs."* Washington Post, Dec 21 2011

The warm weather during the past two months, as explained above, had a very strong positive influence on bus ridership. The warm temperatures made it possible for the buses to increase their on-time-performance and encourage a greater number of riders. In addition, the December holiday schedule resulted in approximately 300,000 additional trips.

Average Metrobus weekday ridership through December was 441,200 trips, almost 28,000 daily trips more than the same period last year, an increase of 6.8 percent. The weekday average is 7.6 percent above budget projections.

Average Saturday ridership for year-to-date was 219,800 trips, an increase of 5.4 percent when compared with the same period of last year. Average Sunday ridership was 144,000 trips, a growth of 7.3 percent when compared with the same quarter last year.

### ***MetroAccess***

MetroAccess transported a total of 1,026,563 passengers during the first half of FY2012, 17 percent below forecast. This represents a decrease of 15 percent (180,574 passengers) compared with the same period in FY2011. Ridership continues to diminish due to the success of revised Board policy, eligibility and travel training initiatives and their collective impact on demand management. Average weekday passengers transported during the first half of FY2012 was 6,822. This represents a 14.3 percent decrease as compared to the same period in FY 2011, and was 19.1 percent below forecast. Saturday ridership during the first half of FY2012 was 2,724 passengers, a decrease of 17 percent compared with the first half of FY 2011. Sunday ridership during the first half of FY2012 was 2,391 passengers, representing a decrease of 16.5 percent over the same period in FY2011.

### **Operating Revenue**

For the second quarter of FY2012, total revenues of \$190.9 million were two percent below budget as a result of less than forecasted passenger revenue. For the year-to-date, revenues are \$3.5 million or one percent below budget, as shown in table 1.

### ***Rail***

Rail passenger revenue for the quarter was \$134.6 million, which was \$2.9 million or two percent less than budget. The decrease in revenue coincides with the decrease in ridership. Year-to-date average fare realization is \$2.61, which is less than the forecast of \$2.64, and slightly less than the prior year average of \$2.62. For additional information on average fares, see Ridership and Revenue Analysis in the appendix.

### ***Bus***

Total Metrobus passenger revenue for the second quarter of \$32 million was \$2.7 million or nine percent above budget. Average fare realization for bus is \$1.00 per trip year-to-date,



## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

which is less than the forecast of \$1.01 and the prior year average of \$1.07. The reimbursement to the Regional bus partners for bus passes averages \$160,000 per month. This amount is reduced from Metrobus revenue, decreasing the average fare.

### ***MetroAccess***

MetroAccess passenger revenue for the second quarter of FY2012 is \$1.6 million. Year-to-date MetroAccess passenger revenue for FY2012 is \$3.9 million which is significantly higher than revenue for the same reporting period in FY2011. The FY2012 monthly passenger revenue reflects the implementation of the fare increase on February 27, 2011. Additionally, in FY2011, although revenue collected through the EZ-Pay system was appropriately recorded in a deferred revenue account, it was not recorded as earned revenue upon usage. In FY2012, the process has been revised to record revenue monthly based on usage.

### ***Parking***

Parking revenue year-to-date of \$22.6 million was less than budget by \$0.8 million or three percent. System-wide parking utilization of 83 percent was up by three percentage points as compared to the first six-months of the prior year. December parking revenue includes an annual payment of \$300,000 from Prince George's County for garage spaces.

### ***Other Revenue Sources***

Total non-passenger revenue was below budget by \$1.4 million the first half of the fiscal year. See Operating Financials in appendix. Of non-passenger revenue, advertising revenue was \$2.2 million below budget. Because of the way in which the CBS Broadcasting Inc. contract is structured, advertising revenue will appear below budget each quarter until the year-end reconciliation of total advertising sales, which we expect to be on budget or slightly ahead of the annual \$15 million budget. The category of Other Revenue includes used equipment sales, subrogation (receipt of insurance funds) and purchase card rebates.

### **Expenses**

Metro was \$20 million, or 2.7 percent, below budget in expenditure through the end of the second quarter, as shown in table 1.

### ***Labor***

Total personnel expenses were over budget by \$7.3 million for the first six months. Overtime was over budget by \$14.1 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES), Rail Transportation (Rail) and Bus Services (Bus). The primary contributor to overtime has been the large number of vacancies which has resulted in the need for bus and rail operator overtime, as well as overtime to complete necessary maintenance and repairs. Salary and wage expenses were under budget by \$8.6 million primarily due to vacancies in Bus, Rail and TIES. Fringe benefits were 1.7 million over budget year-to-date. The variance in fringe benefits is partially due to the overrun in overtime.

### ***Non-Labor***

Year-to-date non-personnel expenses were under budget by \$27.4 million. Services were under budget by \$15.4 million mainly due to lower than projected utilization of paratransit



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report -- Q2 - FY2012**

and delays in initiating service contracts. The MetroAccess service contract was \$6.4 million favorable to budget through the second quarter. Fuel & Propulsion and Utilities were under budget by \$15.9 million mainly due to lower than budgeted propulsion and utility rates. Both of these situations will continue through the rest of the fiscal year. Part of this favorable performance was offset by Materials and Supplies, which was over budget by \$3.9 million due to a lag in capitalization of car maintenance parts.

**CAPITAL FINANCES**

**Sources of Funds**

The total available budget authority for FY2012 is \$1.15 billion. In October, per the Capital Funding Agreement (CFA), Metro provided the Contributing Jurisdictions (Jurisdictions) with a reconciliation of actual FY2011 expenditures and a revised forecast of expenditures for FY2012 (FY2012 Forecast). The FY2012 Forecast formed the basis for the revised scheduled Allocation Contribution of each of the Jurisdictions and the Annual Work Plan (AWP) delivered to the Jurisdictions on December 22, 2011. The FY2012 Forecast projects expenditures of \$1.03 billion.

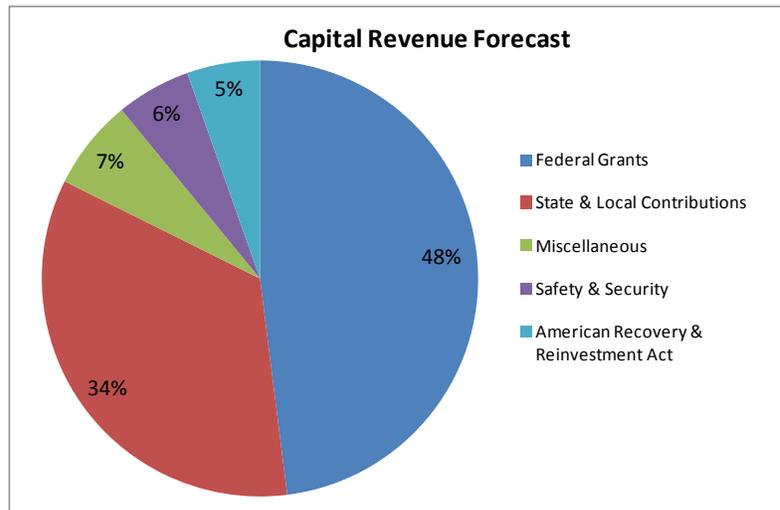
Year-to-date sources of funds per the FY2012 Forecast total \$1.03 billion. As of December 31, 2011 the amount awarded to Metro, including federal grants, totals \$475 million. Revenue received year-to-date is \$392 million, and represents available cash on hand. Total miscellaneous revenue consists of \$69 million from Metro Matters rollover, land sales, West Falls Church insurance settlement and other Jurisdictional proceeds.

Capital Revenues (dollars in millions)	FY2012 Year to Date				
	CIP Budget*	Forecast	Received to Date	To be Received	
Federal Grants	\$ 530	\$ 494	\$ 123	\$ 371	
State & Local Contributions	422	354	165	189	
Miscellaneous	91	69	69	-	
Subtotal	1,042	917	357	560	
Security - Federal Grants	\$ 57	\$ 57	\$ -	\$ 57	
ARRA - Federal Grants	56	56	34	22	
Subtotal	113	113	34	78	
<b>Total</b>	<b>\$ 1,155</b>	<b>\$ 1,030</b>	<b>\$ 392</b>	<b>\$ 638</b>	

\*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report -- Q2 - FY2012**



As of December 31, 2011, \$357 million of the Capital Improvement Program revenue in FY2012 has been received as compared to \$290 million received at this time in FY2011.

Capital Revenues (dollars in millions)	Year to Date Budget Variance			
	Budget *	Forecast	Received to Date	To be Received
December FY2011	\$ 844	\$ 754	\$ 290	\$ 464
December FY2012	\$ 1,042	\$ 917	\$ 357	\$ 560

\*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.

**Uses of Funds**

The FY2012 Forecast is \$1.03 billion. As of December 31, 2011, capital spending was as follows: \$763 million, or 74 percent, had been obligated and \$342 million, or 33 percent, had been expended. The appendix includes budget and spending data for each capital project.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

<b>Capital Spending</b>		<b>FY2012 Year to Date</b>						
(dollars in millions)								
<b>Capital Improvement Program</b>	<b>Budget*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Unexpended</b>	<b>Obl. Rate</b>	<b>Exp. Rate</b>	
Vehicles/Vehicles Parts	\$ 278	\$ 269	\$ 225	\$ 118	\$ 160	84%	44%	
Rail System Infrastructure Rehab	102	100	102	48	54	102%	49%	
Maintenance Facilities	163	126	61	19	144	49%	15%	
Systems and Technology	108	91	72	32	75	79%	36%	
Track and Structure	83	81	72	34	48	89%	42%	
Passenger Facilities	121	116	82	27	93	71%	24%	
Maintenance Equipment	156	105	65	16	140	62%	16%	
Other Facilities	26	25	20	11	15	77%	42%	
Project Management and Support	5	5	1	1	5	14%	14%	
<b>Subtotal</b>	<b>\$ 1,042</b>	<b>\$ 917</b>	<b>\$ 699</b>	<b>\$ 307</b>	<b>\$ 736</b>	<b>76%</b>	<b>33%</b>	
<b>Security Program</b>	<b>\$ 57</b>	<b>\$ 57</b>	<b>\$ 9</b>	<b>\$ 1</b>	<b>\$ 56</b>	<b>16%</b>	<b>1%</b>	
<b>ARRA Program</b>								
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	97%	8%	
Maintenance Facilities	19	19	18	17	1	99%	94%	
Passenger Facilities	6	6	6	0	6	92%	5%	
Safety and Security	1	1	1	1	0	98%	82%	
Maintenance and Repair Equipment	12	12	12	9	3	100%	74%	
Operations System	16	16	16	6	10	100%	40%	
Information Technology	1	1	1	1	0	100%	59%	
Miscellaneous	0	0	0	0	0	65%	27%	
<b>Subtotal</b>	<b>\$ 56</b>	<b>\$ 56</b>	<b>\$ 55</b>	<b>\$ 35</b>	<b>\$ 21</b>	<b>98%</b>	<b>62%</b>	
<b>Total</b>	<b>\$ 1,155</b>	<b>\$ 1,030</b>	<b>\$ 763</b>	<b>\$ 342</b>	<b>\$ 813</b>	<b>74%</b>	<b>33%</b>	

\*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.

The FY2012 Capital Improvement Program had relatively flat changes in both obligation and expenditure rates when compared to December FY2011. However, the Program actually expended \$51 million or 20 percent more and obligated \$124 million or 22 percent more than during the same period last year

<b>Capital Spending</b>		<b>Expenditure-Based Year to Date Budget Status</b>						
(dollars in millions)								
	<b>Budget*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Unexpended</b>	<b>Obl. Rate</b>	<b>Exp. Rate</b>	
Capital Improvement Program FY2011	\$ 844	\$ 754	\$ 575	\$ 256	\$ 588	76%	34%	
Capital Improvement Program FY2012	\$ 1,042	\$ 917	\$ 699	\$ 307	\$ 736	76%	33%	
		<b>Obligation-Based Budget Status</b>						
	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Unexpended</b>	<b>Obl. Rate</b>	<b>Exp. Rate</b>	
American Recovery & Reinvestment Act	\$ 202	\$ 56	\$ 201	\$ 181	\$ 21	100%	90%	
Reimbursable Projects	1,851	100	1,561	1,337	514	84%	72%	
Safety & Security Projects	61	57	13	5	56	22%	8%	
<b>Total</b>	<b>\$ 2,114</b>	<b>\$ 213</b>	<b>\$ 1,775</b>	<b>\$ 1,522</b>	<b>\$ 592</b>	<b>84%</b>	<b>72%</b>	

*Obligation-Based projects do not have annual budgets*

\*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.

## **CAPITAL PROJECT HIGHLIGHTS**

### **Vehicle/Vehicle Parts**

Metro currently has a fleet of approximately 1,500 buses, each with a fifteen-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro



combines an aggressive and effective maintenance program and a bus replacement program that sets a target of 100 buses for replacement each year. As of December 31<sup>st</sup>, 94 of the 100 FY2012 replacement buses have been received with 48 of those buses in service. Full delivery of the remaining replacement buses will be completed in January 2012. The delivery of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) is scheduled to commence in March and be completed by May 2012.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years which requires the replacement of approximately 200 vehicles per year. The procurement of 221 vehicles is scheduled for this fiscal year. As of December 31<sup>st</sup>, thirty four (34) vans had entered the production line with approximately twenty nearing completion. Production of the 16 MV-1 Accessible Sedans will commence January 23 with deliveries scheduled for mid February. The project continues to be on schedule with no issues.

**Passenger Facilities**

Elevator Report

Major repairs were completed on elevators at the Congress Heights Metrorail station.

Rehabilitation/modernizations were started on elevators at the Metro Center and Congress Heights Metrorail stations.

<b>Tasks</b>	<b>FY2012 Plan</b>	<b>Completed</b>
Elevator Rehabilitations	5	-

Escalator Report

Major repairs were started on escalators at the Huntington, College Park-U of MD, Potomac Ave, Largo Town Center, Minnesota Ave, Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Federal Triangle, Grosvenor-Strathmore, Metro Center and Stadium-Armory Metrorail stations. Major repairs were completed on escalators at the Huntington, Minnesota Ave, Potomac Ave, College Park-U of MD, Largo Town Center and Minnesota Ave Metrorail stations.

Rehabilitation/modernizations were started on escalators at the Dupont Circle, Judiciary Square, Metro Center, Federal Center SW, Gallery Pl-Chinatown, Huntington and Arlington Cemetery Metrorail stations. Rehabilitation/modernizations were completed on escalators at the Judiciary Square, Farragut North, Foggy Bottom-GWU, Union Station, Federal Center SW, Arlington Cemetery and Metro Center Metrorail stations.

<b>Tasks</b>	<b>FY2012 Plan</b>	<b>Completed</b>
Escalator Rehabilitations	42	17
Escalator Replacements	3	3

Station Rehabilitation Report



Station enhancements were started at the Federal Center SW, Capitol South, Crystal City, Pentagon City and Clarendon (mini) Metrorail stations. Station rehabilitations were completed at the New York Ave-Florida Ave-Gallaudet U and Greenbelt Metrorail stations.

### **Track and Structures Maintenance**

#### Red Line

- Cable installations, station and signal upgrades, fiber optic cable installation and platform rehabilitation between Takoma and Forest Glen
- Rail and infrastructure renewal between Shady Grove and Twinbrook
- Rail renewal and tunnel leak repairs between Friendship Heights and Grosvenor-Strathmore
- Rail and ties renewal work between New York Ave-Florida Ave-Gallaudet U and Fort Totten
- Platform repairs between Shady Grove and Grosvenor-Strathmore
- Municipal water main and sewer line stabilization within Farragut North Station
- Track rebuilds, tie and insulator installations, communication cable replacements and station platform renovations between Glenmont and Fort Totten
- Municipal water main and sewer line stabilization as well as new emergency phone installations at Farragut North
- Track circuit replacements between Dupont Circle and Medical Center
- Signal system repairs between Shady Grove and Rockville
- Rail renewal work between Farragut North and Judiciary Square
- New rail, fastener, and communication cable installations for improved cell service between Brookland-CUA and Glenmont
- Automatic train control upgrades at the Silver Spring
- Rail and fastener renewal between Van Ness-UDC and Friendship Heights
- Rail and tie renewal work between Rhode Island Ave-Brentwood and Fort Totten
- Rail upgrades between Dupont Circle and Van Ness-UDC
- Rail fastener renewal between Friendship Heights and Medical Center
- Track circuit replacement between Van Ness-UDC and Medical Center

#### Blue and Orange Lines

- Rail fastener replacements and tunnel repairs between Eastern Market and Stadium-Armory
- Rail renewal work between Foggy Bottom-GWU and McPherson Square
- Track maintenance between Foggy Bottom-GWU and Arlington Cemetery/Clarendon
- Switch replacement preparation between Smithsonian and Eastern Market

#### Green and Yellow Lines

- New track switch installations at U Street/African-Amer Civil War Memorial/Cardozo
- Rail maintenance and renewal work between U Street/African-Amer Civil War Memorial/Cardozo and Georgia Ave-Petworth

#### Blue and Yellow Lines



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- New rail tie, insulator, and communication cable installations as well as upgrades to the surfaces underneath the rails between King Street and Pentagon City
- Rail and tie renewal work between Ronald Reagan Washington National Airport and Braddock Road

### Green Line

- Rail fastener replacements between Southern Avenue and Naylor Road
- Prep work for switch replacement between Mt Vernon Sq 7th St-Convention Center and Georgia Ave-Petworth
- Rail renew work and cable installations between Fort Totten and Prince George's Plaza
- Prep work and guarded #8 track switch installations between L'Enfant Plaza and Southern Avenue
- Guarded #8 switch installations and prep work outside Navy Yard and Anacostia
- Rail and tie renewal work between Greenbelt and College Park-U of MD

### Blue Line

- Rail and insulator renewal work between Braddock Road and Van Dorn Street
- Floating slab (underneath the rails) repairs for a smoother ride between Addison Road-Seat Pleasant to Stadium-Armory
- New rail installations between Franconia-Springfield and Van Dorn Street

### Orange Line

- Dulles rail extension associated construction between East Falls Church and West Falls Church-VT/UVA
- Cross tie and insulator replacements and rail renewal work between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
- New rail and related infrastructure installations between New Carrollton and Cheverly
- Rail renewal work between New Carrollton and Stadium-Armory
- New track installation between Ballston-MU and East Falls Church
- Insulator repairs and fiber optic cable installation between East Falls Church and West Falls Church-VT/UVA
- Structural repairs to the elevated portion of the line and track rehabilitation between Deanwood and Cheverly
- Bridge repairs between Stadium-Armory and Cheverly
- Rail, joint, and fastener renewal between Foggy Bottom-GWU and Clarendon
- Rail and tie renewal between Cheverly and New Carrollton



### OUTSTANDING DEBT

Metro's outstanding debt as of December 31, 2011 is \$337.4 million, as shown in the table below.

The Series 2003 bonds were issued to fund the Rail Construction program and are being repaid by semi-annual debt service payments from the jurisdictions. This annual debt service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2009A and 2009B bonds were issued to (i) pay off a portion of the \$314.5 million in outstanding principal and interest due for Commercial Paper, and (ii) finance the capital cost components of the Metro Matters Program. The annual debt service expense will be paid by the jurisdictions that opted into the bond issuance. The \$21.2 million annual debt service expense is reported as part of the capital budget and will be included on the subsidy allocation tables.

The Commercial Paper Program was retired during June 2009 with proceeds of the Series 2009A bond issuance and a portion of the jurisdiction opt-out receipts. There are three lines of credit available to fund operating and capital cash flow needs. As of July 2011 availability on the lines of credit was reduced from \$300 million to \$200 million. Wachovia and Bank of America's lines of credit were each reduced from \$125 million to \$85 million and U.S. Bank was reduced from \$50 million to \$30 million. As of September 2011, the multi-year \$300 million credit facility, in support of the Series 7000 rail car procurement, was terminated.

December 31, 2011			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$51.7	\$27.5	FY2015
Bond Series 2009A	\$230.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$337.4	\$48.7	
Wachovia LOC	\$0.0	Varies	Jun-12
Bank of America LOC	\$0.0	Varies	Jun-12
US Bank LOC	\$0.0	Varies	Jun-12
Subtotal	\$0.0		
Grand Total	\$337.4		

Note: Annual debt service based on 1/1/2012 and 7/1/2012 payments due.



**APPENDIX**

- Operating Financials (budget variance report, by mode)
- Ridership and utilization analysis
- MetroAccess ridership by jurisdiction and Parking facility usage
- Capital expenditures and Reimbursable Projects
- American Recovery & Reinvestment Act (ARRA)
- Safety and Security Expenditures
- Passenger Rail Investment and Improvement Act (PRIIA)
- Jurisdictional Balances on Account
- Grant Activity
- Sole Source Awards

# Operating Financials

December-11  
FISCAL YEAR 2012

Dollars in Millions

## QUARTER-TO-DATE RESULTS:

## YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
<b>Passenger Revenue</b>											
\$134.7	\$134.6	\$137.4	(\$2.9)	-2%	Metrorail	\$282.6	\$281.0	\$287.5	(\$6.5)	-2%	
31.7	32.0	29.4	2.7	9%	Metrobus	66.0	65.7	61.2	4.5	7%	
0.8	1.6	1.6	(0.0)	0%	MetroAccess	2.1	3.9	3.2	0.7	22%	
10.2	11.3	11.4	(0.1)	-1%	Parking	20.8	22.6	23.4	(0.8)	-3%	
\$177.4	\$179.5	\$179.8	(\$0.3)	0%	<b>subtotal</b>	\$371.4	\$373.1	\$375.3	(\$2.1)	-1%	
<b>Non-Passenger Revenue</b>											
\$2.2	\$2.0	\$2.1	(\$0.1)	-5%	D.C. Schools	\$3.1	\$3.3	\$3.0	\$0.3	11%	
3.8	3.2	4.2	(1.0)	-24%	Advertising	5.9	5.6	7.8	(2.2)	-28%	
1.2	1.7	1.6	0.1	6%	Joint Dev/Property Rent	2.8	3.2	3.2	(0.0)	0%	
3.6	3.3	3.7	(0.4)	-10%	Fiber Optic	7.0	7.2	7.4	(0.3)	-4%	
2.1	1.2	1.8	(0.6)	-35%	Other	4.3	4.6	3.7	1.0	26%	
0.1	0.0	0.1	(0.1)	-98%	Interest	0.1	0.0	0.3	(0.2)	-94%	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.2	0.0	0.0	0.0		SCR Funding	0.4	0.0	0.0	0.0		
\$13.1	\$11.4	\$13.6	(\$2.2)	-16%	<b>subtotal</b>	\$23.7	\$24.0	\$25.4	(\$1.4)	-5%	
<b>\$190.5</b>	<b>\$190.9</b>	<b>\$193.4</b>	<b>(\$2.4)</b>	<b>-1%</b>	<b>TOTAL REVENUE</b>	<b>\$395.1</b>	<b>\$397.1</b>	<b>\$400.6</b>	<b>(\$3.5)</b>	<b>-1%</b>	
<b>EXPENSES:</b>											
\$155.9	\$157.5	\$163.4	\$5.9	4%	Salary/Wages	\$313.2	\$318.8	\$327.3	\$8.6	3%	
\$20.7	\$20.5	\$14.4	(\$6.1)	-42%	Overtime	\$43.4	\$43.0	\$28.9	(\$14.1)	-49%	
76.4	73.5	77.8	4.3	6%	Fringe Benefits	150.1	154.7	152.9	(1.8)	-1%	
45.4	45.1	50.3	5.2	10%	Services	89.3	86.2	101.6	15.4	15%	
17.5	11.5	13.0	1.5	11%	Supplies	37.2	29.7	25.8	(3.9)	-15%	
20.7	21.5	26.2	4.7	18%	Power/Diesel/CNG	43.5	45.2	54.1	8.9	16%	
8.3	7.8	11.3	3.5	31%	Utilities	16.5	15.8	22.8	7.0	31%	
10.8	8.8	8.6	(0.1)	-2%	Insurance/Other	21.1	17.3	17.3	0.0	0%	
<b>\$355.7</b>	<b>\$346.2</b>	<b>\$365.2</b>	<b>\$19.0</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$714.3</b>	<b>\$710.7</b>	<b>\$730.8</b>	<b>\$20.1</b>	<b>3%</b>	
<b>\$165.2</b>	<b>\$155.2</b>	<b>\$171.8</b>	<b>\$16.6</b>	<b>10%</b>	<b>SUBSIDY</b>	<b>\$319.2</b>	<b>\$313.6</b>	<b>\$330.2</b>	<b>\$16.6</b>	<b>5%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

54% 55% 53%

**COST RECOVERY RATIO**

55% 56% 55%

# RAIL

## Operating Financials

December-11  
FISCAL YEAR 2011

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year						Prior Year Actual	Current Year				
	Actual	Budget	Variance					Actual	Budget	Variance		
<b>REVENUES:</b>												
\$134.7	\$134.6	\$137.4	(\$2.9)	-2%	Passenger Fares	\$282.6	\$281.0	\$287.5	(\$6.5)	-2%		
0.7	(0.1)	0.6	(0.7)	-115%	D.C. Schools	1.2	0.8	0.9	(0.1)	-13%		
10.2	11.3	11.4	(0.1)	-1%	Parking	20.8	22.6	23.4	(0.8)	-3%		
2.5	1.1	1.4	(0.3)	-24%	Advertising	4.0	1.9	2.6	(0.7)	-28%		
1.2	1.7	1.6	0.1	6%	Joint Dev/Property Rent	2.8	3.2	3.2	(0.0)	0%		
3.6	3.3	3.7	(0.4)	-10%	Fiber Optic	7.0	7.2	7.4	(0.3)	-4%		
1.7	0.6	1.4	(0.7)	-53%	Other	3.0	3.6	2.7	0.8	29%		
0.0	0.0	0.1	(0.1)	-97%	Interest	0.0	0.0	0.2	(0.2)	-99%		
0.2	0.0	0.0	0.0		SCR Funding	0.4	0.0	0.0	0.0			
<b>\$154.7</b>	<b>\$152.5</b>	<b>\$157.6</b>	<b>(\$5.1)</b>	<b>-3%</b>	<b>TOTAL REVENUE</b>	<b>\$321.8</b>	<b>\$320.1</b>	<b>\$327.9</b>	<b>(\$7.8)</b>	<b>-2%</b>		
<b>EXPENSES:</b>												
\$93.8	\$94.1	\$97.7	\$3.7	4%	Salary/Wages	\$186.1	\$189.8	\$195.7	\$5.9	3%		
\$13.1	\$12.6	\$6.9	(\$5.7)	-83%	Overtime	\$27.5	\$26.8	\$13.8	(\$12.9)	-94%		
45.5	43.9	45.8	1.9	4%	Fringe Benefits	88.9	92.2	89.8	(2.4)	-3%		
13.3	14.1	15.1	1.0	6%	Services	24.9	25.4	30.6	5.2	17%		
11.8	5.1	8.3	3.2	39%	Supplies	23.8	17.8	16.4	(1.3)	-8%		
13.7	13.0	15.3	2.3	15%	Power/Diesel/CNG	27.7	26.3	32.3	6.0	18%		
6.4	6.3	9.1	2.7	30%	Utilities	13.1	13.1	18.6	5.5	30%		
6.7	5.2	4.3	(0.9)	-20%	Insurance/Other	13.0	10.2	8.7	(1.5)	-18%		
<b>\$204.4</b>	<b>\$194.4</b>	<b>\$202.5</b>	<b>\$8.2</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$405.1</b>	<b>\$401.6</b>	<b>\$405.9</b>	<b>\$4.3</b>	<b>1%</b>		
<b>\$49.7</b>	<b>\$41.8</b>	<b>\$44.9</b>	<b>\$3.0</b>	<b>7%</b>	<b>SUBSIDY</b>	<b>\$83.3</b>	<b>\$81.4</b>	<b>\$78.0</b>	<b>(\$3.4)</b>	<b>-4%</b>		

Favorable/(Unfavorable)

Favorable/(Unfavorable)

76%

78%

78%

**COST RECOVERY RATIO**

79%

80%

81%

**METROBUS**  
**Operating Financials**  
**December-11**  
**FISCAL YEAR 2011**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$31.7	\$32.0	\$29.4	\$2.7	9%	Passenger Fares	\$66.0	\$65.7	\$61.2	\$4.5	7%
1.5	2.1	1.5	0.6	42%	D.C. Schools	1.9	2.5	2.1	0.5	22%
1.3	2.1	2.8	(0.7)	-24%	Advertising	1.9	3.8	5.2	(1.5)	-28%
0.3	0.4	0.5	(0.1)	-13%	Other	0.8	0.9	0.9	(0.1)	-7%
0.1	(0.0)	0.0	(0.0)	-101%	Interest	0.1	0.0	0.1	(0.1)	-86%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
<b>\$34.9</b>	<b>\$36.7</b>	<b>\$34.2</b>	<b>\$2.5</b>	<b>7%</b>	<b>TOTAL REVENUE</b>	<b>\$70.7</b>	<b>\$72.9</b>	<b>\$69.5</b>	<b>\$3.4</b>	<b>5%</b>
<b>EXPENSES:</b>										
\$61.3	\$62.5	\$64.5	\$2.0	3%	Salary/Wages	\$125.4	\$127.1	\$129.3	\$2.2	2%
\$7.5	\$7.9	\$7.5	(\$0.4)	-5%	Overtime	\$15.8	\$16.2	\$15.0	(\$1.2)	-8%
30.5	29.1	31.5	2.4	8%	Fringe Benefits	60.5	61.5	62.1	0.5	1%
7.3	7.0	8.3	1.2	15%	Services	13.1	12.4	16.5	4.1	25%
5.6	6.3	4.6	(1.8)	-39%	Supplies	13.3	11.8	9.1	(2.7)	-30%
7.0	8.4	10.9	2.4	22%	Power/Diesel/CNG	15.7	18.9	21.8	2.9	13%
1.8	1.5	2.2	0.8	35%	Utilities	3.4	2.7	4.2	1.5	35%
3.8	3.4	4.0	0.6	16%	Insurance/Other	7.7	6.7	8.1	1.4	17%
<b>\$124.9</b>	<b>\$126.2</b>	<b>\$133.5</b>	<b>\$7.3</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$254.9</b>	<b>\$257.4</b>	<b>\$266.1</b>	<b>\$8.7</b>	<b>3%</b>
<b>\$90.0</b>	<b>\$89.5</b>	<b>\$99.4</b>	<b>\$9.9</b>	<b>10%</b>	<b>SUBSIDY</b>	<b>\$184.2</b>	<b>\$184.5</b>	<b>\$196.5</b>	<b>\$12.0</b>	<b>6%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

28% 29% 26%

**COST RECOVERY RATIO**

28% 28% 26%

# REGIONAL BUS Operating Financials

December-11  
FISCAL YEAR 2011

Dollars in Millions

## QUARTER-TO-DATE RESULTS:

## YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$26.6	\$26.7	\$24.4	\$2.2	9%	Passenger Fares	\$55.3	\$54.7	\$50.9	\$3.7	7%	
1.5	2.1	1.5	0.6	42%	D.C. Schools	1.9	2.5	2.1	0.5	22%	
1.3	2.1	2.8	(0.7)	-24%	Advertising	1.9	3.8	5.2	(1.5)	-28%	
0.3	0.4	0.5	(0.1)	-13%	Other	0.8	0.9	0.9	(0.1)	-7%	
0.1	(0.0)	0.0	(0.0)	-101%	Interest	0.1	0.0	0.1	(0.1)	-86%	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
<b>\$29.8</b>	<b>\$31.3</b>	<b>\$29.2</b>	<b>\$2.1</b>	<b>7%</b>	<b>TOTAL REVENUE</b>	<b>\$60.1</b>	<b>\$61.9</b>	<b>\$59.3</b>	<b>\$2.6</b>	<b>4%</b>	
<b>EXPENSES:</b>											
\$50.8	\$51.6	\$53.2	\$1.7	3%	Salary/Wages	\$104.0	\$104.9	\$106.7	\$1.8	2%	
\$6.2	\$6.5	\$6.2	(\$0.3)	-5%	Overtime	\$13.1	\$13.4	\$12.4	(\$1.0)	-8%	
25.3	24.0	26.0	2.0	8%	Fringe Benefits	50.2	50.8	51.2	0.4	1%	
6.1	5.8	6.8	1.0	15%	Services	10.9	10.2	13.6	3.4	25%	
4.7	5.2	3.8	(1.5)	-39%	Supplies	11.1	9.7	7.5	(2.2)	-30%	
5.8	7.0	9.0	2.0	22%	Power/Diesel/CNG	13.0	15.6	18.0	2.4	13%	
1.5	1.2	1.9	0.7	35%	Utilities	2.8	2.2	3.5	1.2	35%	
3.2	2.8	3.3	0.5	16%	Insurance/Other	6.4	5.5	6.7	1.1	17%	
<b>\$103.6</b>	<b>\$104.1</b>	<b>\$110.2</b>	<b>\$6.1</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$211.4</b>	<b>\$212.4</b>	<b>\$219.6</b>	<b>\$7.1</b>	<b>3%</b>	
<b>\$73.9</b>	<b>\$72.8</b>	<b>\$81.0</b>	<b>\$8.1</b>	<b>10%</b>	<b>SUBSIDY</b>	<b>\$151.4</b>	<b>\$150.5</b>	<b>\$160.3</b>	<b>\$9.7</b>	<b>6%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**29%      30%      27%**

**COST RECOVERY RATIO**

**28%      29%      27%**

# NON-REGIONAL BUS

## Operating Financials

December-11

FISCAL YEAR 2011

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
	\$5.1	\$5.4	\$4.9	\$0.5	9%	Passenger Fares	\$10.6	\$11.0	\$10.2	\$0.8	7%
	.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0	
	<b>\$5.1</b>	<b>\$5.4</b>	<b>\$4.9</b>	<b>\$0.5</b>	<b>9%</b>	<b>TOTAL REVENUE</b>	<b>\$10.6</b>	<b>\$11.0</b>	<b>\$10.2</b>	<b>\$0.8</b>	<b>7%</b>
<b>EXPENSES:</b>											
	\$10.4	\$10.9	\$11.3	\$0.3	3%	Salary/Wages	\$21.4	\$22.2	\$22.6	\$0.4	2%
	\$1.3	\$1.4	\$1.3	(\$0.1)	-5%	Overtime	\$2.7	\$2.8	\$2.6	(\$0.2)	-8%
	5.2	5.1	5.5	0.4	8%	Fringe Benefits	10.3	10.8	10.8	0.1	1%
	1.3	1.2	1.4	0.2	15%	Services	2.2	2.2	2.9	0.7	25%
	1.0	1.1	0.8	(0.3)	-39%	Supplies	2.3	2.1	1.6	(0.5)	-30%
	1.2	1.5	1.9	0.4	22%	Power/Diesel/CNG	2.7	3.3	3.8	0.5	13%
	0.3	0.3	0.4	0.1	35%	Utilities	0.6	0.5	0.7	0.3	35%
	.6	.6	.7	.1	16%	Insurance/Other	1.3	1.2	1.4	.2	17%
	<b>\$21.3</b>	<b>\$22.1</b>	<b>\$23.3</b>	<b>\$1.3</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$43.4</b>	<b>\$45.0</b>	<b>\$46.5</b>	<b>\$1.5</b>	<b>3%</b>
	<b>\$16.2</b>	<b>\$16.7</b>	<b>\$18.4</b>	<b>\$1.7</b>	<b>9%</b>	<b>SUBSIDY</b>	<b>\$32.8</b>	<b>\$34.0</b>	<b>\$36.2</b>	<b>\$2.3</b>	<b>6%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

24%      24%      21%

**COST RECOVERY RATIO**

24%      24%      22%

# METROACCESS

## Operating Financials

December-11

FISCAL YEAR 2011

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$0.8	\$1.6	\$1.6	(\$0.0)	0%	Passenger Fares	\$2.1	\$3.9	\$3.2	\$0.7	22%	
.1	.1	.0	.1		Other	.5	.2	.0	.2		
<b>\$0.9</b>	<b>\$1.7</b>	<b>\$1.6</b>	<b>\$0.1</b>	<b>9%</b>	<b>TOTAL REVENUE</b>	<b>\$2.6</b>	<b>\$4.1</b>	<b>\$3.2</b>	<b>\$0.9</b>	<b>29%</b>	
<b>EXPENSES:</b>											
\$0.9	\$0.9	\$1.2	\$0.2	21%	Salary/Wages	\$1.8	\$1.8	\$2.4	\$0.5	21%	
\$0.0	\$0.0	\$0.0	\$0.0	30%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	38%	
0.4	0.5	0.5	0.1	12%	Fringe Benefits	0.8	0.9	1.0	0.1	11%	
24.7	23.9	26.9	3.0	11%	Services	51.3	48.4	54.5	6.1	11%	
0.0	0.1	0.2	0.1	39%	Supplies	0.0	0.2	0.3	0.1	37%	
0.0	0.0	0.0	0.0	46%	Utilities	0.0	0.0	0.1	0.0	22%	
.3	.2	.3	.1	34%	Insurance/Other	.4	.3	.5	.2	35%	
<b>\$26.4</b>	<b>\$25.6</b>	<b>\$29.1</b>	<b>\$3.5</b>	<b>12%</b>	<b>TOTAL EXPENSE</b>	<b>\$54.3</b>	<b>\$51.7</b>	<b>\$58.8</b>	<b>\$7.1</b>	<b>12%</b>	
<b>\$25.5</b>	<b>\$23.9</b>	<b>\$27.5</b>	<b>\$3.7</b>	<b>13%</b>	<b>SUBSIDY</b>	<b>\$51.8</b>	<b>\$47.6</b>	<b>\$55.6</b>	<b>\$8.0</b>	<b>14%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

3%

7%

5%

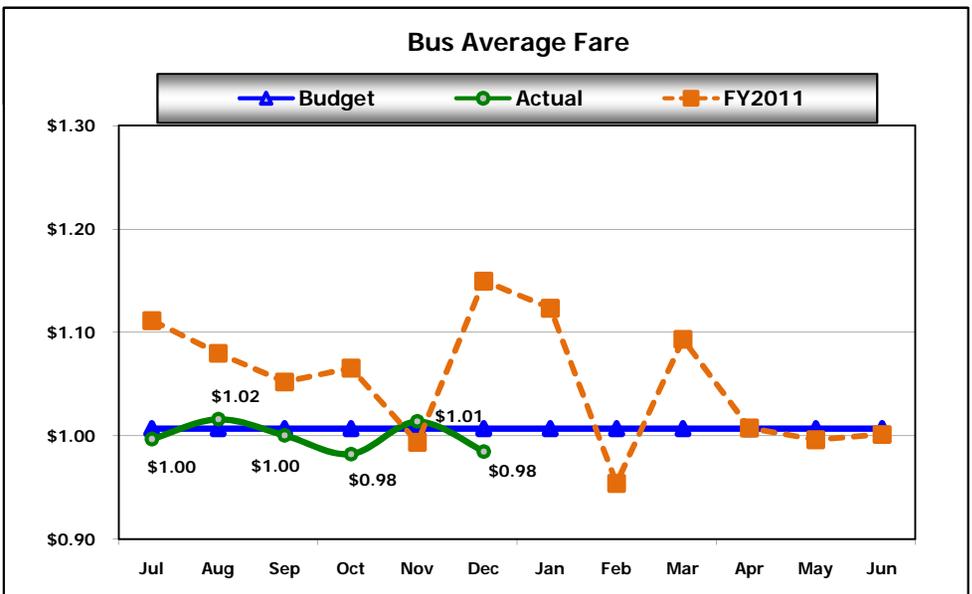
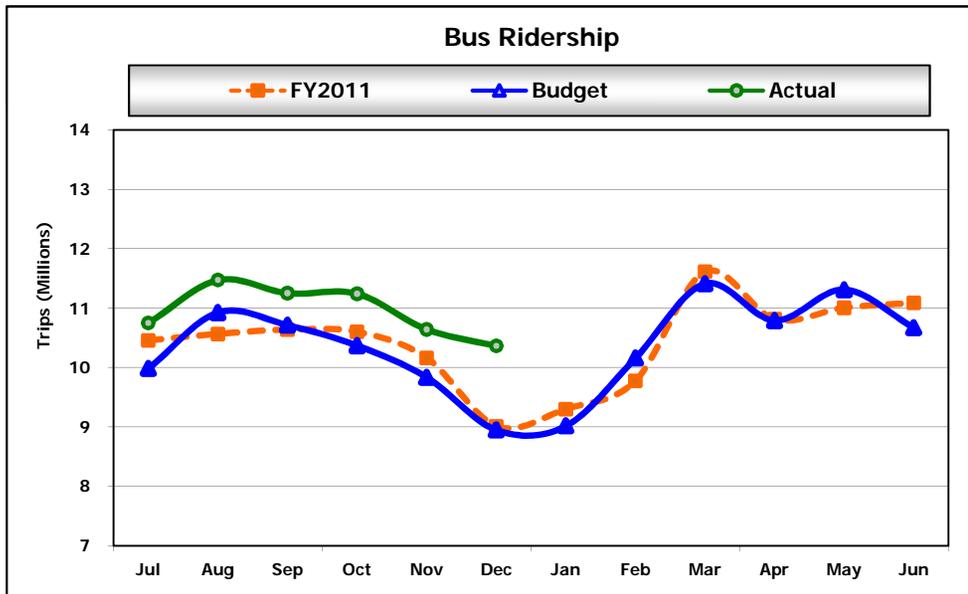
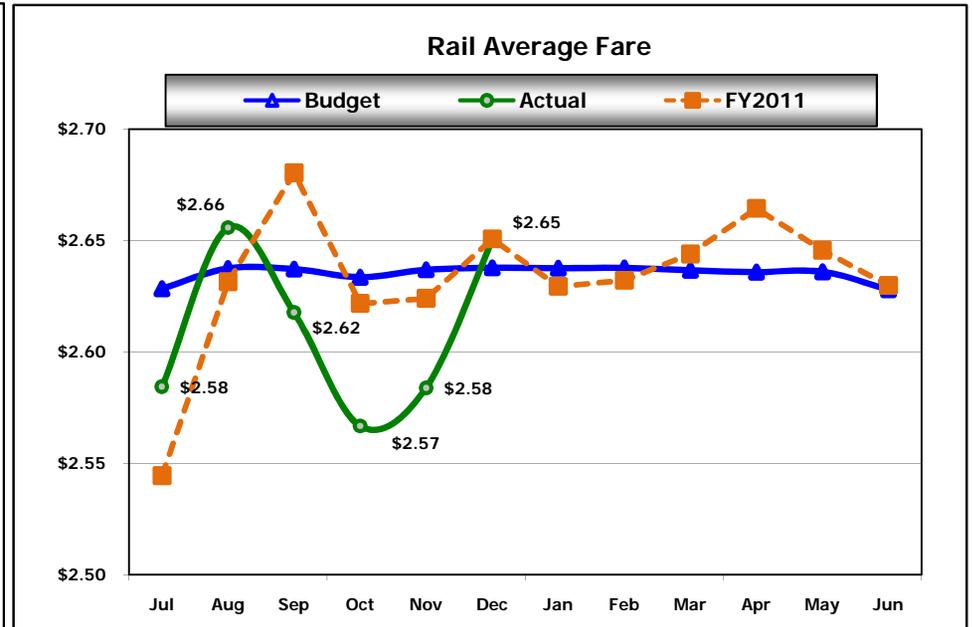
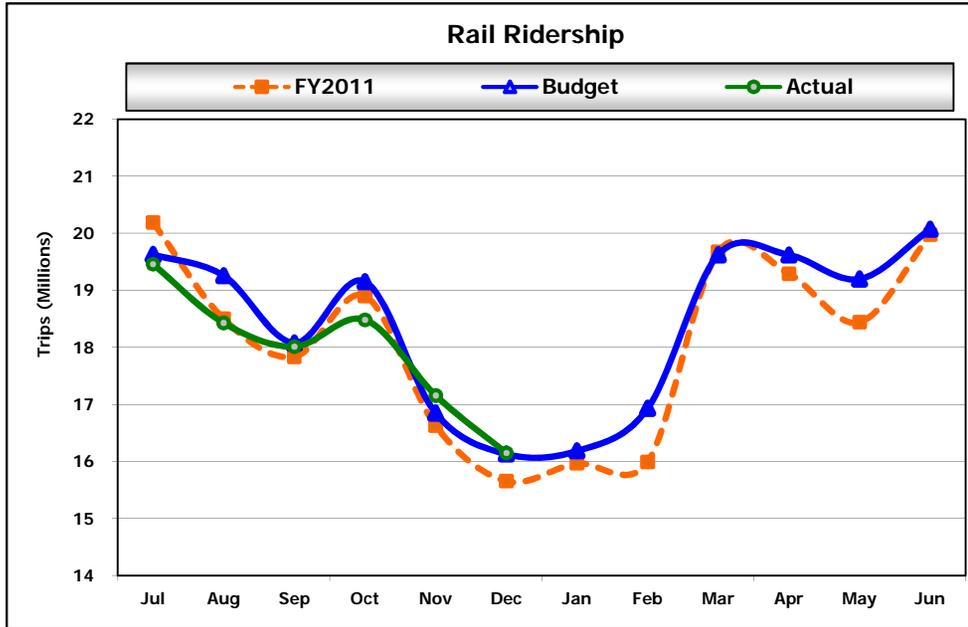
**COST RECOVERY RATIO**

5%

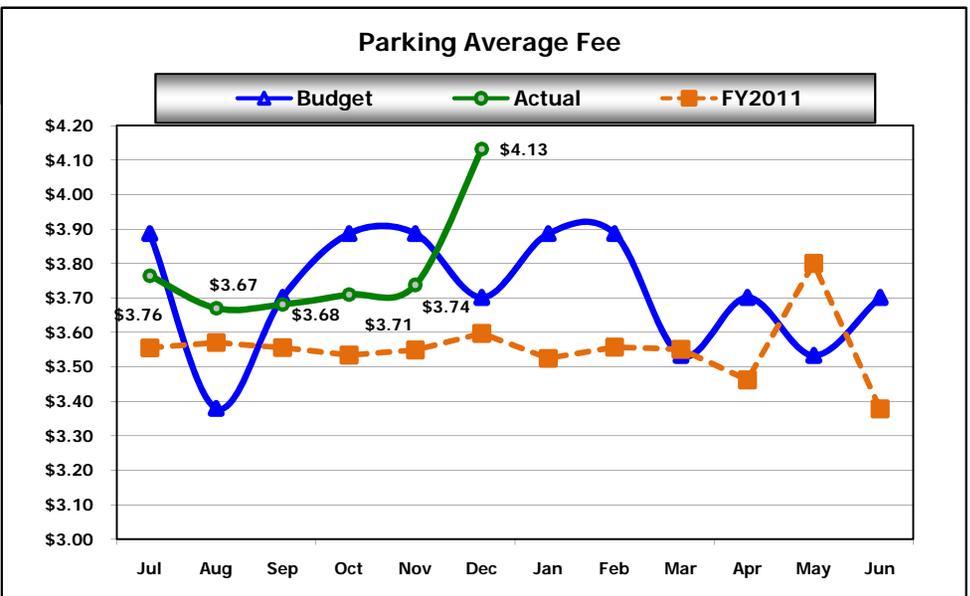
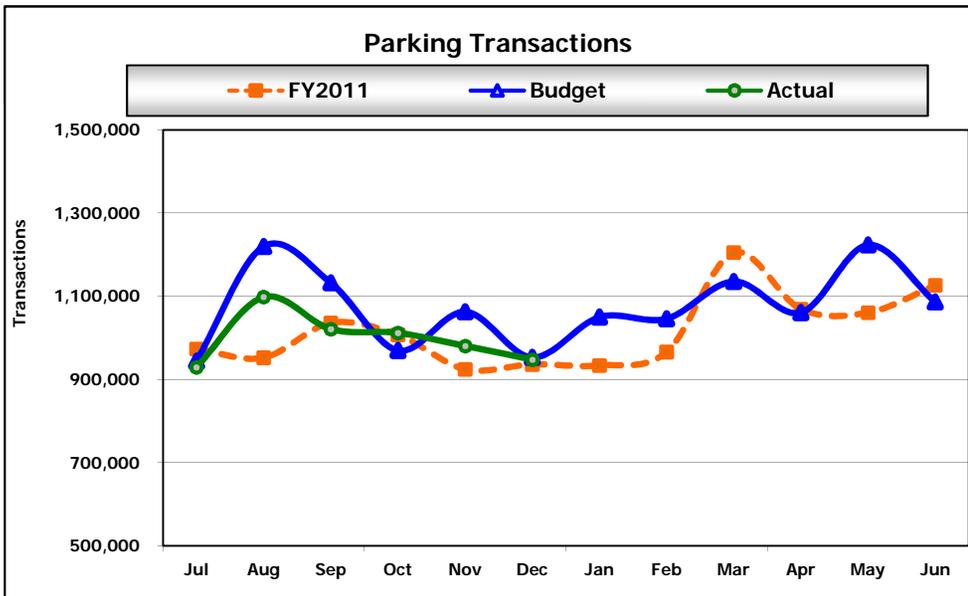
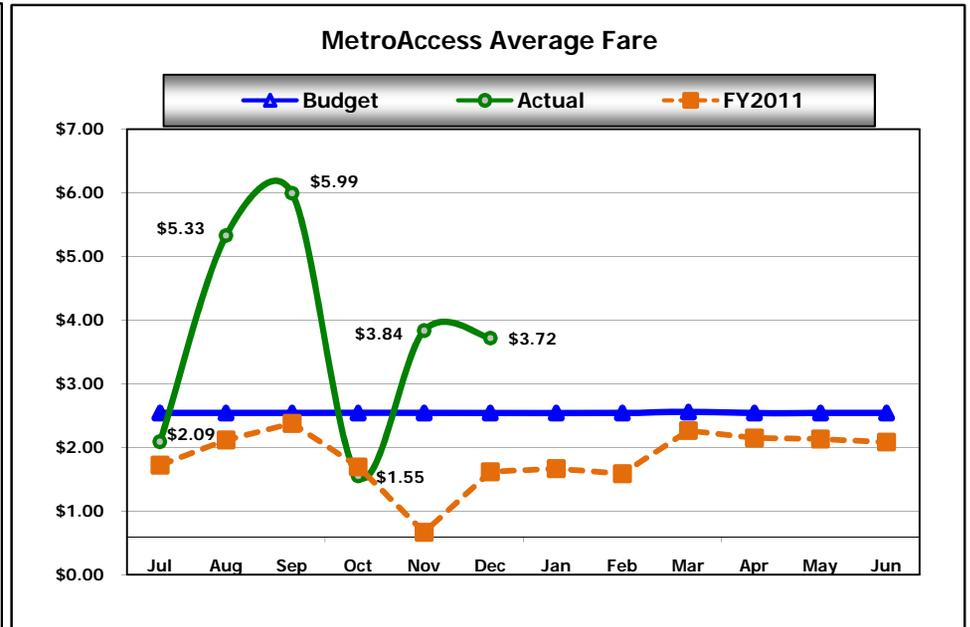
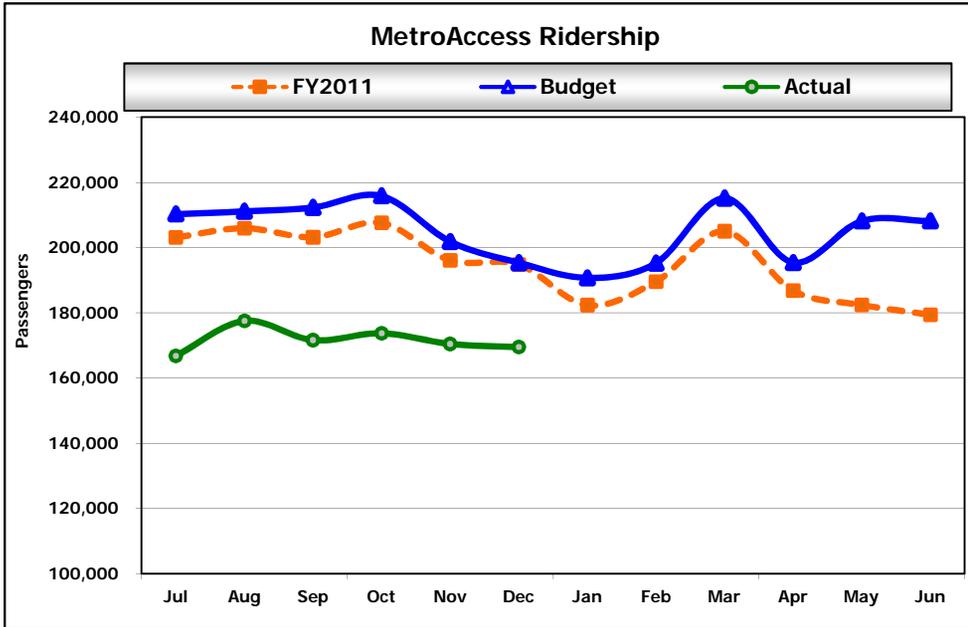
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RIDERSHIP and AVERAGE FARE ANALYSIS



RIDERSHIP and AVERAGE FARE ANALYSIS

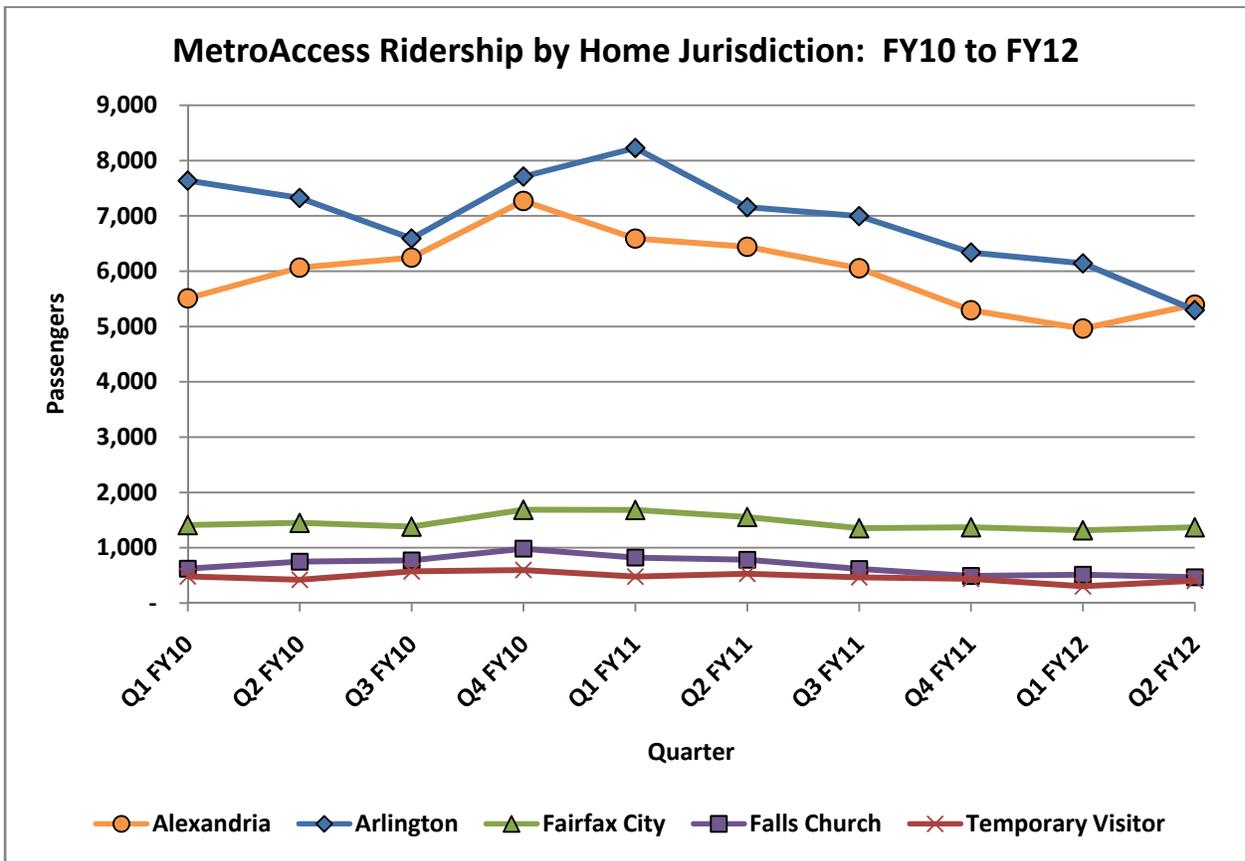
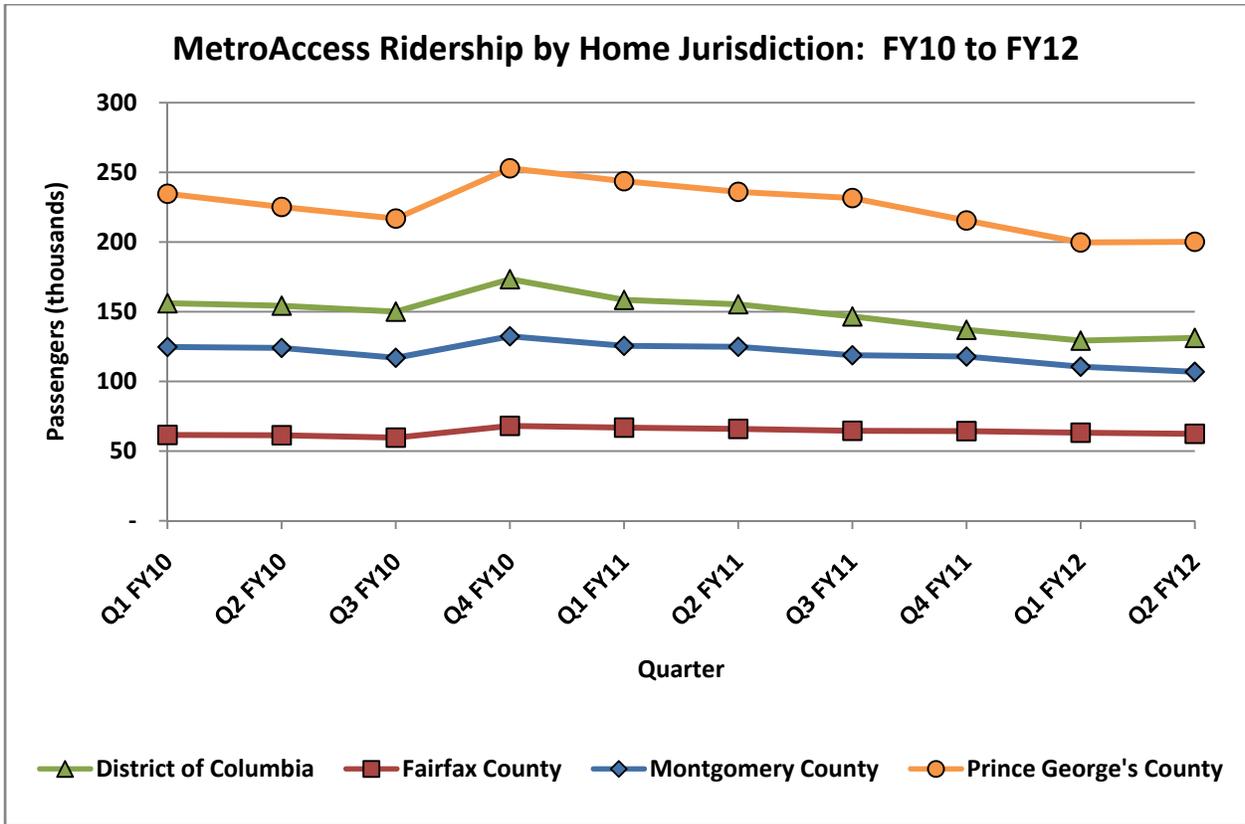






## MetroAccess Ridership by Home Jurisdiction

<b>Passengers - FY 2010</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>Total FY 2010</b>
Alexandria	5,509	6,065	6,245	7,269	25,088
Arlington	7,637	7,324	6,592	7,711	29,264
District of Columbia	156,090	154,292	150,052	173,352	633,786
Fairfax County	61,598	61,371	59,621	68,084	250,674
Fairfax City	1,409	1,449	1,381	1,686	5,925
Falls Church	622	749	772	983	3,126
Montgomery County	124,702	124,050	116,927	132,380	498,059
Prince George's County	234,586	225,156	216,792	252,895	929,429
<b>Sub Total:</b>	592,153	580,456	558,382	644,360	2,375,351
<b>Visitor:</b>	482	420	573	597	2,072
<b>Total Reported Ridership:</b>	<b>592,635</b>	<b>580,876</b>	<b>558,955</b>	<b>644,957</b>	<b>2,377,423</b>
<b>Passengers - FY 2011</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>Total FY 2011</b>
Alexandria	6,589	6,441	6,052	5,293	24,375
Arlington	8,228	7,157	6,996	6,337	28,718
District of Columbia	158,476	155,324	146,588	136,980	597,368
Fairfax County	66,843	65,864	64,511	64,289	261,507
Fairfax City	1,682	1,555	1,352	1,370	5,959
Falls Church	823	783	616	491	2,713
Montgomery County	125,488	124,814	118,785	117,884	486,971
Prince George's County	243,609	235,969	231,552	215,460	926,590
<b>Sub Total:</b>	611,738	597,907	576,452	548,104	2,334,201
<b>Other Eligible:</b>	116	108	154	165	543
<b>Temporary Visitor:</b>	363	422	311	379	1,475
<b>Total Reported Ridership:</b>	<b>612,217</b>	<b>598,437</b>	<b>576,917</b>	<b>548,648</b>	<b>2,336,219</b>
<b>Passengers - FY2012</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>Total FY 2012</b>
Alexandria	4,963	5,394	-	-	10,357
Arlington	6,141	5,296	-	-	11,437
District of Columbia	129,223	131,186	-	-	260,409
Fairfax County	63,132	62,325	-	-	125,457
Fairfax City	1,315	1,369	-	-	2,684
Falls Church	512	467	-	-	979
Montgomery County	110,529	106,880	-	-	217,409
Prince George's County	199,640	200,138	-	-	399,778
<b>Sub Total:</b>	515,455	513,055	-	-	1,028,510
<b>Other Eligible:</b>	142	205	-	-	347
<b>Temporary Visitor:</b>	303	403	-	-	706
<b>Total Reported Ridership:</b>	<b>515,900</b>	<b>513,663</b>	-	-	<b>1,029,563</b>



**WMATA PARKING FACILITY USAGE**

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		FY 12 OUARTER 2	FY 12 Y-T-D	FY 11 OUARTER 2	FY 11 Y-T-D
<b><u>MONTGOMERY COUNTY</u></b>					
Grosvenor	1,894	99%	96%	94%	96%
White Flint	1,270	52%	49%	52%	48%
Twinbrook	1,097	66%	62%	70%	70%
Rockville	524	95%	98%	99%	89%
Shady Grove	5,745	91%	88%	86%	86%
Glenmont	1,781	98%	98%	87%	88%
Wheaton	977	49%	49%	50%	48%
Forest Glen	596	97%	96%	97%	98%
<b>Montgomery County Total</b>	<b>13,884</b>	<b>85%</b>	<b>83%</b>	<b>81%</b>	<b>81%</b>
<b><u>PRINCE GEORGE'S COUNTY</u></b>					
New Carrollton	3,519	89%	88%	86%	87%
Landover	1,866	51%	50%	39%	32%
Cheverly	500	90%	88%	91%	94%
Addison Road	1,268	61%	64%	62%	61%
Capitol Heights	372	80%	82%	78%	80%
Greenbelt	3,399	74%	77%	82%	82%
College Park	1,820	62%	62%	63%	66%
P.G. Plaza	1,068	49%	49%	47%	43%
West Hyattsville	453	93%	94%	95%	96%
Southern Avenue	1,980	73%	71%	73%	76%
Naylor Road	368	99%	99%	81%	76%
Suitland Garage	1,890	78%	81%	76%	75%
Branch Avenue	3,072	96%	95%	91%	90%
Morgan Blvd.	608	92%	85%	63%	51%
Largo	2,200	75%	75%	88%	81%
<b>Prince George's County Total</b>	<b>24,383</b>	<b>76%</b>	<b>77%</b>	<b>76%</b>	<b>74%</b>
<b>Maryland Total</b>	<b>38,267</b>	<b>80%</b>	<b>79%</b>	<b>78%</b>	<b>77%</b>
<b><u>DISTRICT OF COLUMBIA</u></b>					
Deanwood	194	58%	60%	44%	28%
Minnesota Ave.	333	67%	68%	43%	43%
Rhode Island Ave.	221	39%	18%		
Fort Totten	408	83%	82%	81%	84%
Anacostia Garage	808	67%	64%	56%	60%
<b>District of Columbia Total</b>	<b>1,964</b>	<b>68%</b>	<b>67%</b>	<b>56%</b>	<b>57%</b>
<b><u>Northern Virginia</u></b>					
Huntington	3,617	83%	83%	80%	81%
West Falls Church	2,009	96%	96%	94%	94%
Dunn Loring	1,326	99%	99%	99%	102%
Vienna	5,169	98%	98%	96%	95%
Franconia	5,069	85%	85%	88%	88%
Van Dorn	361	108%	101%	109%	106%
East Falls Church	422	117%	118%	98%	108%
<b>Northern Virginia Total</b>	<b>17,973</b>	<b>92%</b>	<b>92%</b>	<b>91%</b>	<b>91%</b>
<b>System Total</b>	<b>58,204</b>	<b>83%</b>	<b>83%</b>	<b>81%</b>	<b>80%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation Rate (Forecast)</b>	<b>Expend Rate (Forecast)</b>
<b>A. Vehicles/ Vehicle Parts</b>							
<b>Replacement of Rail Cars</b>							
CIP0057 1000 Series Rail Car Replacement	\$8,635.7	\$5,578.2	\$8,635.7	\$0.3	\$5,577.9	154.8%	0.0%
Subtotal	\$8,635.7	\$5,578.2	\$8,635.7	\$0.3	\$5,577.9	154.8%	0.0%
<b>Replacement of Buses</b>							
CIP0006 Bus Replacement	\$114,495.7	\$114,500.2	\$103,836.6	\$62,828.9	\$51,671.3	90.7%	54.9%
Subtotal	\$114,495.7	\$114,500.2	\$103,836.6	\$62,828.9	\$51,671.3	90.7%	54.9%
<b>Rehabilitation of Rail Cars</b>							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$3,362.5	\$948.6	\$2,553.1	\$474.5	474.1	269.2%	50.0%
CIP0063 Rail Rehabilitation Program	22,915.8	22,917.5	22,915.8	11,585.1	11,332.4	100.0%	50.6%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	2,152.0	3,183.6	1,832.9	407.3	\$2,776.3	57.6%	12.8%
CIP0067 Rail Car Safety & Reliability Enhancements	10,178.9	11,792.4	10,178.9	2,932.3	8,860.1	86.3%	24.9%
CIP0125 Rail Preventive Maintenance	55.1	0.0	0.9	0.0	0.0	0.0%	0.0%
CIP0142 Rail Lifecycle Overhaul	20,800.0	20,810.7	20,800.0	10,491.9	10,318.8	99.9%	50.4%
CIP0148 Repair of Damaged Railcars	7,908.7	2,193.8	667.7	(9.5)	2,203.3	30.4%	-0.4%
Subtotal	\$67,373.2	\$61,846.5	\$58,949.4	\$25,881.5	\$35,965.0	95.3%	41.8%
<b>Rehabilitation of Buses</b>							
CIP0005 Bus Rehabilitation Program	\$31,528.6	\$31,528.3	\$25,135.6	\$17,262.1	\$14,266.2	79.7%	54.8%
CIP0008 Bus Repairables	11,841.7	11,731.6	5,395.0	2,173.4	9,558.3	46.0%	18.5%
CIP0137 Bus Preventive Maintenance	47.3	0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0143 Bus Lifecycle Overhaul	10,715.0	10,720.5	10,715.0	5,404.8	5,315.7	99.9%	50.4%
Subtotal	\$54,132.6	\$53,980.4	\$41,245.7	\$24,840.3	\$29,140.1	76.4%	46.0%
<b>Replacement of MetroAccess Vehicles</b>							
CIP0015 MetroAccess Fleet Replacement	\$11,558.6	\$11,391.9	\$2,452.2	\$1,303.3	\$10,088.6	21.5%	11.4%
Subtotal	\$11,558.6	\$11,391.9	\$2,452.2	\$1,303.3	\$10,088.6	21.5%	11.4%
<b>Replacement of Service Vehicles</b>							
CIP0009 Service Vehicle Replacement	\$7,569.9	\$7,606.6	\$1,317.3	\$721.5	\$6,885.1	17.3%	9.5%
Subtotal	\$7,569.9	\$7,606.6	\$1,317.3	\$721.5	\$6,885.1	17.3%	9.5%
<b>Rail Car Fleet Expansion</b>							
CIP0062 6000 Series Rail Car Procurement	\$5,490.7	\$4,634.7	\$3,679.4	\$349.3	\$4,285.5	79.4%	7.5%
Subtotal	\$5,490.7	\$4,634.7	\$3,679.4	\$349.3	\$4,285.5	79.4%	7.5%
<b>Bus Enhancements</b>							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$8,124.2	\$8,328.5	\$4,879.4	\$1,362.3	\$6,966.1	58.6%	16.4%
CIP0007 Bus Camera Installation	489.4	1,287.3	489.4	337.2	950.1	38.0%	26.2%
Subtotal	\$8,613.6	\$9,615.8	\$5,368.8	\$1,699.5	\$7,916.2	55.8%	17.7%
<b>Total: Vehicles/ Vehicle Parts</b>	<b>\$277,870.0</b>	<b>\$269,154.3</b>	<b>\$225,485.0</b>	<b>\$117,624.6</b>	<b>\$151,529.7</b>	<b>83.8%</b>	<b>43.7%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation Rate (Forecast)</b>	<b>Expend Rate (Forecast)</b>
<b><i>B. Rail System Infrastructure Rehabilitation</i></b>							
<b><i>Rail Line Segment Rehabilitation</i></b>							
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$48,720.5	\$59,613.6	\$48,720.5	\$35,370.6	\$24,243.0	81.7%	59.3%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	53,718.7	40,000.0	53,180.5	13,052.9	26,947.1	133.0%	32.6%
Subtotal	\$102,439.2	\$99,613.6	\$101,901.1	\$48,423.5	\$51,190.2	102.3%	48.6%
<b>Total: Rail System Infrastructure Rehabilitation</b>	<b>\$102,439.2</b>	<b>\$99,613.6</b>	<b>\$101,901.1</b>	<b>\$48,423.5</b>	<b>\$51,190.2</b>	<b>102.3%</b>	<b>48.6%</b>
<b><i>C. Maintenance Facilities</i></b>							
<b><i>Rehabilitation and Replacement of Bus Garages</i></b>							
CIP0084 Southern Avenue Bus Garage Replacement	\$30,640.2	\$26,612.8	\$4,423.7	\$1,433.0	25,179.7	16.6%	5.4%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	30,311.8	19,338.2	6,642.4	1,830.0	\$17,508.2	34.3%	9.5%
CIP0086 Shepherd Parkway Bus Facility	22,719.2	6,913.4	630.2	34.5	6,878.9	9.1%	0.5%
Subtotal	\$83,671.2	\$52,864.4	\$11,696.2	\$3,297.5	\$49,566.9	22.1%	6.2%
<b><i>Maintenance of Bus Garages</i></b>							
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$32,250.3	\$30,483.9	\$25,054.6	\$10,113.5	\$20,370.3	82.2%	33.2%
Subtotal	\$32,250.3	\$30,483.9	\$25,054.6	\$10,113.5	\$20,370.3	82.2%	33.2%
<b><i>Maintenance of Rail Yards</i></b>							
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$15,485.3	\$7,833.4	\$1,201.7	\$14,283.6	50.6%	7.8%
Subtotal	\$15,499.4	\$15,485.3	\$7,833.4	\$1,201.7	\$14,283.6	50.6%	7.8%
<b><i>Rail Maintenance Facilities</i></b>							
CIP0071 Test Track & Commissioning Facility	\$3,622.7	\$5,172.6	\$2,674.4	\$1,133.1	\$4,039.5	51.7%	21.9%
Subtotal	\$3,622.7	\$5,172.6	\$2,674.4	\$1,133.1	\$4,039.5	51.7%	21.9%
<b><i>Environmental Compliance Projects</i></b>							
CIP0010 Environmental Compliance Projects	\$823.0	\$593.4	\$446.7	\$171.1	\$422.3	75.3%	28.8%
CIP0011 Underground Storage Tank Replacement	4,658.3	4,989.3	2,092.9	589.9	4,399.4	41.9%	11.8%
Subtotal	\$5,481.4	\$5,582.7	\$2,539.5	\$761.0	\$4,821.7	45.5%	13.6%
<b><i>Maintenance Bus and Rail Facilities</i></b>							
CIP0126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	\$2,079.4	\$1,577.5	\$964.6	\$695.7	881.8	61.1%	44.1%
CIP0127 Support Equipment - MTPD	1,029.8	1,238.4	751.1	286.6	\$951.8	60.6%	23.1%
CIP0145 Rail Yard Hardening and Bus Security	13,378.7	9,238.7	5,668.5	255.6	8,983.1	61.4%	2.8%
CIP0147 Electronic Countermeasures	351.0	350.2	120.0	20.2	330.0	34.3%	5.8%
Subtotal	\$16,838.8	\$12,404.9	\$7,504.1	\$1,258.1	\$11,146.8	60.5%	10.1%
<b><i>Expansion of Bus Garages</i></b>							
CIP0038 Bus Garage Capacity Enhancements	\$705.5	\$61.5	\$705.5	\$148.3	(86.8)	1146.5%	241.1%
CIP0078 Bladensburg Shop Reconfiguration	5,133.1	3,539.1	3,145.9	997.0	\$2,542.1	88.9%	28.2%
Subtotal	\$5,838.6	\$3,600.6	\$3,851.4	\$1,145.3	\$2,455.3	107.0%	31.8%
<b>Total: Maintenance Facilities</b>	<b>\$163,202.2</b>	<b>\$125,594.4</b>	<b>\$61,153.7</b>	<b>\$18,910.3</b>	<b>\$106,684.1</b>	<b>48.7%</b>	<b>15.1%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation Rate (Forecast)</b>	<b>Expend Rate (Forecast)</b>
<b><i>D. Systems and Technology</i></b>							
<b><i>Power System Upgrades - Rail</i></b>							
CIP0077 8-Car Train Power Upgrades	\$107.7	\$74.0	\$107.7	\$107.7	(\$33.7)	145.6%	145.6%
Subtotal	\$107.7	\$74.0	\$107.7	\$107.7	(\$33.7)	145.6%	145.6%
<b><i>Operations Support Software</i></b>							
CIP0042 Bus & Rail Asset Management Software	\$4,358.9	\$4,556.7	\$4,358.9	\$2,519.7	\$2,037.0	95.7%	55.3%
CIP0043 Bus Operations Support Software	2,040.9	4,365.4	2,040.9	1,485.5	2,879.9	46.8%	34.0%
CIP0044 Customer & Regional Integration	8,859.3	7,474.0	8,399.5	2,857.9	4,616.0	112.4%	38.2%
CIP0045 Data Centers and Infrastructures	6,614.9	5,290.7	4,077.4	2,676.2	2,614.5	77.1%	50.6%
CIP0047 Enterprise Geographic Information System	3,625.6	3,029.0	2,001.7	682.7	2,346.4	66.1%	22.5%
CIP0051 Police Dispatch and Records Management	1,559.3	1,480.5	0.0	0.0	1,480.5	0.0%	0.0%
CIP0052 Network and Communications	5,515.6	5,659.1	4,568.7	2,226.2	3,432.9	80.7%	39.3%
CIP0053 Network Operations Center (NOC)	896.0	2,070.6	572.5	367.5	1,703.1	27.7%	17.7%
CIP0056 Rail Operations Support Software	2,824.2	2,366.4	1,204.3	387.7	1,978.7	50.9%	16.4%
CIP0128 Data Governance and Business Intelligence	1,559.3	3,630.8	847.5	200.4	3,430.5	23.3%	5.5%
CIP0140 Rail Mileage Based Asset Management	4,516.2	3,395.8	3,614.9	208.8	3,187.0	106.5%	6.1%
CIP0149 Transit Asset Management	3,000.0	1,375.0	245.6	0.0	1,375.0	17.9%	0.0%
Subtotal	\$45,370.1	\$44,694.0	\$31,931.8	\$13,612.7	\$31,081.3	71.4%	30.5%
<b><i>Business Support Software &amp; Equipment</i></b>							
CIP0030 Currency Processing Machines	\$1,978.3	\$2,303.0	\$1,978.3	\$1,485.0	\$818.0	85.9%	64.5%
CIP0046 Document Management System	2,050.7	2,052.0	1,682.3	657.9	1,394.1	82.0%	32.1%
CIP0048 Sensitive Data Protection Technology	7,728.8	4,135.6	5,097.3	2,283.4	1,852.1	123.3%	55.2%
CIP0049 Management Support Software	25,780.7	18,727.4	13,518.4	7,063.7	11,663.7	72.2%	37.7%
CIP0050 Metro IT OneStop and Office Automation	3,175.1	4,051.0	2,683.0	1,867.9	2,183.1	66.2%	46.1%
CIP0054 Customer Electronic Communications & Outreach	3,191.1	3,133.7	3,191.1	1,331.3	1,802.3	101.8%	42.5%
CIP0103 Police Portable Radio Replacement	667.0	693.6	267.5	182.3	511.3	38.6%	26.3%
Subtotal	\$44,571.7	\$35,096.2	\$28,417.9	\$14,871.7	\$20,224.5	81.0%	42.4%
<b><i>Rail Fare Equipment</i></b>							
CIP0031 Debit/Credit Processing Requirements	\$1,121.9	\$886.6	869.3	416.5	470.1	98.1%	47.0%
CIP0032 Fare Media Encoders	913.3	516.2	913.3	0.0	516.2	176.9%	0.0%
CIP0091 Automatic Fare Collection Machines	1,074.8	919.0	320.1	4.7	\$914.3	34.8%	0.5%
CIP0092 Ethernet Wiring for Rail Fare Machines	1,756.0	1,362.1	1,756.0	146.6	1,215.5	128.9%	10.8%
CIP0093 Integrating regional NEXTFARE System	7,709.9	2,068.0	3,562.4	2,093.7	(25.8)	172.3%	101.2%
CIP0094 Improvements to Coin Collection Machines	2,166.9	2,167.0	1,866.7	86.6	2,080.4	86.1%	4.0%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	2,793.7	2,858.0	1,971.1	913.8	1,944.3	69.0%	32.0%
Subtotal	\$17,536.5	\$10,776.8	\$11,258.9	\$3,661.9	\$7,115.0	104.5%	34.0%
<b>Total: Systems and Technology</b>	<b>\$107,586.0</b>	<b>\$90,641.1</b>	<b>\$71,716.4</b>	<b>\$32,254.0</b>	<b>\$58,387.1</b>	<b>79.1%</b>	<b>35.6%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation Rate (Forecast)</b>	<b>Expend Rate (Forecast)</b>
<b><i>E. Track and Structures</i></b>							
<b><i>Track Rehabilitation</i></b>							
CIP0018 Track Welding Program	\$2,756.5	\$2,887.1	\$2,095.0	\$844.8	2,042.3	72.6%	29.3%
CIP0019 Track Floating Slab Rehabilitation	1,503.2	1,511.1	992.9	694.7	816.4	65.7%	46.0%
CIP0021 Track Pad/Shock Absorber Rehabilitation	4,097.0	2,569.2	2,374.9	1,198.7	1,370.5	92.4%	46.7%
CIP0022 Track Structural Rehabilitation	4,036.9	4,101.9	3,804.9	1,323.7	2,778.2	92.8%	32.3%
CIP0023 Third Rail Rehabilitation	5,517.4	5,012.0	476.9	328.1	\$4,683.9	9.5%	6.5%
CIP0024 Track Rehabilitation	50,413.7	51,161.0	47,740.1	24,818.4	26,342.6	93.3%	48.5%
CIP0089 Track Fasteners	3,553.2	3,614.1	3,553.2	1,418.2	2,195.8	98.3%	39.2%
CIP0141 Cheverly Abutment	1,546.9	254.3	1,546.9	283.7	(29.4)	608.3%	111.6%
CIP0146 Mainline #8 Switch Replacement Program	5,906.4	6,495.1	5,906.4	1,642.1	4,853.0	90.9%	25.3%
Subtotal	\$79,331.1	\$77,605.7	\$68,491.1	\$32,552.4	\$45,053.4	88.3%	41.9%
<b><i>Station/Tunnel Rehabilitation</i></b>							
CIP0026 Station/Tunnel Leak Mitigation	\$3,298.3	\$3,331.4	\$3,298.3	\$1,837.1	\$1,494.3	99.0%	55.1%
Subtotal	\$3,298.3	\$3,331.4	\$3,298.3	\$1,837.1	\$1,494.3	99.0%	55.1%
<b>Total: Track and Structures</b>	<b>\$82,629.4</b>	<b>\$80,937.1</b>	<b>\$71,789.4</b>	<b>\$34,389.4</b>	<b>\$46,547.7</b>	<b>88.7%</b>	<b>42.5%</b>
<b><i>F. Passenger Facilities</i></b>							
<b><i>Elevator/Escalator Facilities</i></b>							
CIP0072 Elevator Rehabilitation	\$5,425.4	\$4,714.9	\$4,909.8	\$944.9	\$3,770.0	104.1%	20.0%
CIP0073 Escalator Rehabilitation	17,501.6	15,836.7	11,437.1	5,380.9	10,455.8	72.2%	34.0%
CIP0132 Elevator/Escalator Repairables	4,825.3	4,622.1	975.4	782.4	3,839.7	21.1%	16.9%
Subtotal	\$27,752.3	\$25,173.6	\$17,322.4	\$7,108.2	\$18,065.4	68.8%	28.2%
<b><i>Maintenance of Rail Station Facilities</i></b>							
CIP0087 Station Rehabilitation Program	\$7,832.4	\$12,842.0	\$7,832.4	\$4,204.6	8,637.4	61.0%	32.7%
CIP0138 System-wide Infrastructure Rehabilitation	55,205.9	57,459.1	37,340.6	12,168.2	\$45,290.9	65.0%	21.2%
CIP0150 Fire Systems	2,160.0	2,166.0	1,646.9	87.6	2,078.4	76.0%	4.0%
CIP0151 Station Cooling Program	8,725.0	3,255.0	8,725.0	1,714.8	1,540.2	268.0%	52.7%
CIP0152 Parking Garage Rehabilitation	1,000.0	1,000.0	382.3	31.3	968.7	38.2%	3.1%
Subtotal	\$74,923.3	\$76,722.1	\$55,927.1	\$18,206.5	\$58,515.6	72.9%	23.7%
<b><i>Bicycle &amp; Pedestrian Facilities</i></b>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$1,690.6	\$1,556.2	\$1,350.9	\$505.9	\$1,050.3	86.8%	32.5%
CIP0036 Replacement of Bicycle Racks & Lockers	623.8	402.9	162.0	37.6	365.2	40.2%	9.3%
Subtotal	\$2,314.4	\$1,959.0	\$1,513.0	\$543.5	\$1,415.5	77.2%	27.7%
<b><i>Rail Station: Capacity/Enhancements</i></b>							
CIP0039 Core & System Capacity Project Development	\$3,283.3	\$1,547.1	\$1,214.2	\$421.8	\$1,125.3	78.5%	27.3%
CIP0074 Installation of Parking Lot Credit Card Readers	2,750.1	5,476.7	2,508.0	0.0	5,476.7	45.8%	0.0%
Subtotal	\$6,033.3	\$7,023.8	\$3,722.2	\$421.8	\$6,602.0	53.0%	6.0%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
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Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation Rate (Forecast)</b>	<b>Expend Rate (Forecast)</b>
<b><i>Bus Priority Corridor Improvements</i></b>							
CIP0037 Bus Priority Corridor Network Enhancements	\$8,546.9	\$4,443.9	\$2,721.3	\$525.8	\$3,918.1	61.2%	11.8%
Subtotal	\$8,546.9	\$4,443.9	\$2,721.3	\$525.8	\$3,918.1	61.2%	11.8%
<b><i>Rail Station Equipment</i></b>							
CIP0099 Police Emergency Management Equipment	\$981.6	\$585.6	\$547.8	\$523.9	\$61.7	93.5%	89.5%
Subtotal	\$981.6	\$585.6	\$547.8	\$523.9	\$61.7	93.5%	89.5%
<b>Total: Passenger Facilities</b>	<b>\$120,551.8</b>	<b>\$115,908.1</b>	<b>\$81,753.8</b>	<b>\$27,329.7</b>	<b>\$88,578.3</b>	<b>70.5%</b>	<b>23.6%</b>
<b><i>G. Maintenance Equipment</i></b>							
<b><i>Rail Maintenance Equipment</i></b>							
CIP0020 Replacement of Rail Track Signage	\$1,060.6	\$1,053.2	\$1,060.6	\$319.6	733.6	100.7%	30.3%
CIP0025 Track Maintenance Equipment	34,683.2	4,317.8	2,034.9	952.7	3,365.1	47.1%	22.1%
CIP0027 Switch Machine Rehabilitation Project	1,535.0	1,548.0	1,522.1	515.6	1,032.4	98.3%	33.3%
CIP0065 Geometry Vehicle	8,928.3	1,599.1	8,177.9	614.1	985.0	511.4%	38.4%
CIP0066 Rail Shop Repair Equipment	6,571.3	5,338.3	1,583.3	367.7	4,970.6	29.7%	6.9%
CIP0133 Wayside Work Equipment	5,232.1	3,687.4	2,024.4	700.5	2,986.9	54.9%	19.0%
CIP0135 Train Control Signal	5,347.1	2,514.6	2,759.8	267.9	2,246.7	109.8%	10.7%
CIP0136 FCC Radio Frequency Communication Changes	8,691.2	1,336.0	1,803.1	239.3	\$1,096.7	135.0%	17.9%
CIP0139 NTSB Recommendations	75,089.3	74,415.4	38,303.7	11,826.4	62,588.9	51.5%	15.9%
Subtotal	\$147,138.1	\$95,809.8	\$59,269.8	\$15,803.8	\$80,005.9	61.9%	16.5%
<b><i>Bus Repair Equipment</i></b>							
CIP0004 Bus Repair Equipment	\$7,790.7	\$7,789.5	\$4,578.0	\$18.7	\$7,770.7	58.8%	0.2%
Subtotal	\$7,790.7	\$7,789.5	\$4,578.0	\$18.7	\$7,770.7	58.8%	0.2%
<b><i>Business Facilities Equipment</i></b>							
CIP0028 Materials Handling Equipment	\$194.9	\$217.1	\$85.1	\$85.1	\$132.1	39.2%	39.2%
CIP0029 Warehouse Vertical Storage Units/Shelving	1,181.8	1,242.9	893.8	401.6	841.3	71.9%	32.3%
Subtotal	\$1,376.7	\$1,460.0	\$978.8	\$486.7	\$973.4	67.0%	33.3%
<b>Total: Maintenance Equipment</b>	<b>\$156,305.6</b>	<b>\$105,059.3</b>	<b>\$64,826.7</b>	<b>\$16,309.2</b>	<b>\$88,750.0</b>	<b>61.7%</b>	<b>15.5%</b>
<b><i>H. Other Facilities</i></b>							
<b><i>Business Support Facilities</i></b>							
CIP0033 Replacement of Revenue Facility Equipment	\$892.1	\$605.2	\$710.6	\$2.1	603.1	117.4%	0.4%
CIP0034 Revenue Collection Facility (RCF) Building Expansion	0.0	250.0	0.0	0.0	250.0	0.0%	0.0%
CIP0080 Jackson Graham Building Renovation	11,896.9	11,919.3	7,777.7	1,380.6	10,538.7	65.3%	11.6%
CIP0144 Bus Operations Control Center	269.3	3.7	269.3	3.7	\$0.0	7199.6%	100.0%
Subtotal	\$13,058.3	\$12,778.3	\$8,757.7	\$1,386.5	\$11,391.8	68.5%	10.9%
<b><i>MTPD Support Facilities</i></b>							
CIP0101 Police Substation- New District 2/Training Facility	\$3,501.8	\$1,743.8	\$1,891.0	\$372.3	\$1,371.5	108.4%	21.3%
CIP0106 Special Operations Division Facility	9,530.2	10,823.2	8,966.2	8,872.8	1,950.4	82.8%	82.0%
Subtotal	\$13,032.0	\$12,567.0	\$10,857.2	\$9,245.1	\$3,321.9	86.4%	73.6%

Washington Metropolitan Area Transit Authority  
 Capital Project Financials  
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 Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
<b>Total: Other Facilities</b>	<b>\$26,090.3</b>	<b>\$25,345.3</b>	<b>\$19,614.9</b>	<b>\$10,631.6</b>	<b>\$14,713.7</b>	<b>77.4%</b>	<b>41.9%</b>
<b><i>I. Project Management and Support</i></b>							
<b><i>Credit Facility</i></b>							
CIP0131 Credit Facility	\$5,441.4	\$4,783.5	\$686.0	\$666.5	\$4,117.0	14.3%	13.9%
Subtotal	\$5,441.4	\$4,783.5	\$686.0	\$666.5	\$4,117.0	14.3%	13.9%
<b>Total: Project Management and Support</b>	<b>\$5,441.4</b>	<b>\$4,783.5</b>	<b>\$686.0</b>	<b>\$666.5</b>	<b>\$4,117.0</b>	<b>14.3%</b>	<b>13.9%</b>
<b>Grand Total: Capital Improvement Program</b>	<b>\$1,042,115.9</b>	<b>\$917,036.6</b>	<b>\$698,927.0</b>	<b>\$306,538.9</b>	<b>\$610,497.8</b>	<b>76.2%</b>	<b>33.4%</b>

*\*NOTE: Included in these expenditures are those that were originally scheduled to occur in FY2011 but were not executed by the end of the fiscal year. The total budget authority for FY2012, defined as the \$888.9 million Board approved budget and the \$153.2 million unexpended at the end of FY2011 is \$1.042 billion.*

**Definitions**

**Budget:** The current fiscal year's total planned cash payout.

**Obligated:** The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

**Expended:** The actual cash payout that has occurred to date in the current fiscal year.

**Unexpended:** The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate	
<b><u>District of Columbia</u></b>									
CRB0001	Anacostia Light Rail Demonstration	\$16,973.8	\$16,636.0	\$15,826.0	\$7.3	\$15,833.4	\$1,140.4	98.0%	93.3%
CRB0002	DC Downtown Circulator Buses	18,850.0	17,734.9	17,643.7		17,643.7	1,206.3	94.1%	93.6%
CRB0003	New York Ave. Metrorail Station	109,950.0	109,673.2	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	Southeast Bus Garage Replacement	67,534.8	47,860.9	15,669.2	9,632.0	25,301.2	42,233.6	70.9%	37.5%
CRB0005	Project Development	10,784.8	10,784.8	7,045.4	488.0	7,533.4	3,251.4	100.0%	69.9%
CRB0027	Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0031	DC Convention Center	29,938.9	29,938.9	29,822.1		29,822.1	116.9	100.0%	99.6%
CRB0036	Navy Yard Station Modification	19,585.4	19,543.5	19,499.1		19,499.1	86.3	99.8%	99.6%
CRB0045	DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	DC Student SmarTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	U St Stat 14 St Bus Access Imp	500.0	500.0	480.7	19.3	500.0		100.0%	100.0%
CRB0056	Yellow Line Extension	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073	Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078	Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096	DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100	Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	MCI Arena	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119	DC Station Trailblazer Signs	130.8	123.8	93.9	0.0	94.0	36.8	94.7%	71.8%
CRB0121	Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0122	Union Station Metrorail Access and Capacity I	2,550.0					2,550.0		
	DC Uncommitted Funds	1,118.6					1,118.6		
<b>District of Columbia Total</b>		<b>\$304,138.2</b>	<b>\$277,801.0</b>	<b>\$239,583.4</b>	<b>\$10,146.7</b>	<b>\$249,730.2</b>	<b>\$54,408.0</b>	<b>91.3%</b>	<b>82.1%</b>
<b><u>Maryland</u></b>									
<b>Montgomery County</b>									
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$26,610.0	\$9,450.2	\$12,241.6	\$21,691.8	\$8,429.2	88.3%	72.0%
CRB0007	Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046	Silver Spring South Entrance	400.0	272.1	261.3		261.3	138.7	68.0%	65.3%
CRB0055	White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	Shady Grove Parking II	60.0					60.0		
	Subtotal	<b>\$57,968.9</b>	<b>\$48,408.9</b>	<b>\$31,183.5</b>	<b>\$12,241.6</b>	<b>\$43,425.1</b>	<b>\$14,543.9</b>	<b>83.5%</b>	<b>74.9%</b>

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<b>Prince George's County</b>									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,884.4	\$69,410.2	\$3.2	\$69,413.4	\$961.6	99.3%	98.6%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,801.2	1,765.4		1,765.4	63.3	98.5%	96.5%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.4	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$95,318.8	\$94,103.0	\$93,592.8	\$3.2	\$93,596.0	\$1,722.8	98.7%	98.2%
<b>Maryland-wide</b>									
CRB0009	Project Development	\$9,390.5	\$6,576.8	\$5,546.5	\$303.3	\$5,849.8	\$3,540.7	70.0%	62.3%
CRB0010	Largo Blue Line Extension	469,590.8	467,481.2	466,980.4		466,980.4	2,610.4	99.6%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$485,139.8	\$483,409.5	\$303.3	\$483,712.8	\$6,579.6	98.9%	98.7%
	<b>Maryland Total</b>	<b>\$643,580.1</b>	<b>\$627,651.7</b>	<b>\$608,185.7</b>	<b>\$12,548.1</b>	<b>\$620,733.8</b>	<b>\$22,846.3</b>	<b>97.5%</b>	<b>96.5%</b>
<b>Virginia</b>									
<b>Alexandria</b>									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$304.1	\$125.7	\$102.9	\$228.6	1,571.4	16.9%	12.7%
CRB0012	King Street Station Bus Loop Reconfiguration	4,189.4	727.2	25.0	401.2	426.2	3,763.2	17.4%	10.2%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	1,496.3	559.6	506.7	1,066.3	1,933.7	49.9%	35.5%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	\$105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
	Subtotal	\$26,317.5	\$19,328.1	\$17,389.9	\$1,010.8	\$18,400.7	\$7,916.9	73.4%	69.9%
<b>Arlington County</b>									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,392.5	\$2,027.2	\$499.4	\$2,526.6	1,533.4	83.6%	62.2%
CRB0016	Columbia Pike Super Stops	2,000.0	1,060.0	298.7	374.2	672.9	1,327.1	53.0%	33.6%
CRB0025	Ballston Station Improvements	14,763.4	14,674.7	14,640.9	1.0	14,641.8	121.6	99.4%	99.2%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,344.5	3,973.2	86.3	4,059.5	1,029.5	85.4%	79.8%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064	Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
	Subtotal	\$36,876.4	\$34,435.5	\$31,311.7	\$960.8	\$32,272.5	\$4,603.9	93.4%	87.5%
<b>City of Fairfax</b>									
None									

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<b>Fairfax County</b>									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,099.8	\$415.8	\$494.7	\$910.5	\$1,089.5	55.0%	45.5%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	10.0				96.0	10.4%	
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	32,698.9		32,698.9	33.8	99.9%	99.9%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,169.5	26,163.5		26,163.5	936.5	96.6%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	48.5		48.5	301.5	100.0%	13.9%
CRB0054	West Falls Church Parking Structure	17,029.9	16,889.6	16,762.2		16,762.2	267.8	99.2%	98.4%
CRB0084	West Fall Church Bus Bays	2,750.0	2,667.6	2,569.7		2,569.7	180.3	97.0%	93.4%
ORB0006	Springfield Circulator	1,814.4	1,814.4	1,790.5		1,790.5	23.9	100.0%	98.7%
	Subtotal	\$84,873.0	\$82,568.7	\$81,182.5	\$494.7	\$81,677.2	\$3,195.8	97.3%	96.2%
<b>Falls Church</b>									
None									
<b>Virginia-wide</b>									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$5,932.9	\$315.8	\$6,248.7	\$1,692.8	100.0%	78.7%
CRB0019	Dulles Extension Design/Build	478,718.2	246,323.4	52,320.7	14,881.2	67,201.8	411,516.4	51.5%	14.0%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,609.0	617.5	207.0	824.4	2,675.6	74.5%	23.6%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,443.2	1,267.9	7.2	1,275.0	230.7	95.8%	84.7%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,035.0	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$316,352.1	\$118,107.8	\$15,411.1	\$133,518.9	\$416,188.3	57.5%	24.3%
<b>Virginia Total</b>		\$697,774.2	\$452,684.5	\$247,991.9	\$17,877.4	\$265,869.3	\$431,904.9	64.9%	38.1%
<b>Regional</b>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,988.2	\$118,961.0		\$118,961.0	\$1,039.0	100.0%	99.1%
CRB0022	Regional Travel Training ACCS	1,234.5	\$1,101.2	\$603.2	\$240.3	\$843.5	\$391.0	89.2%	68.3%
CRB0038	Precision Stopping	992.1	\$917.6	\$867.0		\$867.0	\$125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	\$1,429.8	\$1,429.8		\$1,429.8	\$215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	\$1,425.3	\$1,425.3		\$1,425.3	\$137.2	91.2%	91.2%
CRB0060	Regional Fare Int. (MTA)	7,607.6	\$6,521.9	\$6,139.0		\$6,139.0	\$1,468.6	85.7%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	\$2,610.4	\$2,605.0		\$2,605.0	\$395.0	87.0%	86.8%
CRB0097	Dynamic Display System	10,261.4	\$10,226.7	\$10,226.7		\$10,226.7	\$34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	\$7,360.6	\$7,111.6	\$28.1	\$7,139.7	\$1,280.2	87.4%	84.8%
	<b>Regional Total</b>	\$154,722.9	\$151,581.7	\$149,368.6	\$268.3	\$149,636.9	\$5,086.0	98.0%	96.7%
<b>Total: Reimbursable Projects</b>		<b>\$1,800,215.4</b>	<b>\$1,509,718.8</b>	<b>\$1,245,129.7</b>	<b>\$40,840.6</b>	<b>\$1,285,970.2</b>	<b>\$514,245.2</b>	<b>83.9%</b>	<b>71.4%</b>

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<b>Fully Expended Projects</b>								
CRB0014 Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030 College Park Parking Structure	17,310.0	17,310.0	17,306.6		17,306.6	3.4	100.0%	100.0%
CRB0033 Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039 Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057 DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058 DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068 Clarendon Station Improvements	360.8	360.8	360.8		360.8		100.0%	100.0%
CRB0070 Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080 Rosslyn Access Improvements	130.0	130.0	130.0	0.0	130.0		100.0%	100.0%
CRB0082 TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085 FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120 VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
<b>Fully Expended Total</b>	<b>\$51,111.9</b>	<b>\$51,111.9</b>	<b>\$51,108.0</b>	<b>\$0.0</b>	<b>\$51,108.0</b>	<b>\$3.9</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Total: Reimbursable Projects</b>	<b>\$1,851,327.4</b>	<b>\$1,560,830.8</b>	<b>\$1,296,237.7</b>	<b>\$40,840.6</b>	<b>\$1,337,078.3</b>	<b>\$514,249.1</b>	<b>84.3%</b>	<b>72.2%</b>

**Definitions**

**Budget:** The current fiscal year's total planned cash payout.

**Obligated:** The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

**Expended:** The actual cash payout that has occurred to date in the current fiscal year.

**Unexpended:** The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY12 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Vehicles &amp; Vehicle Parts</i></b>									
ARA0021	Bus Replacement Components (ST26)	\$2,490.0	\$2,490.0	\$2,490.0		\$2,490.0		100.0%	100.0%
ARA0022	Preventative Maintenance	11,092.1	11,087.1	11,087.1		11,087.1	5.0	100.0%	100.0%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,152.5	4,147.3	3,760.3	32.9	3,793.2	359.4	99.9%	91.3%
	Subtotal	\$50,752.6	\$50,742.4	\$50,355.3	\$32.9	\$50,388.3	\$364.4	100.0%	99.3%
<b><i>Maintenance Facilities</i></b>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,286.0	\$17,861.4	\$2,538.6	\$20,400.0	\$1,000.0	99.5%	95.3%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,985.5	15,606.0	14,360.0	29,966.1	33.9	100.0%	99.9%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,502.2	6,939.6	489.9	7,429.5	170.5	98.7%	97.8%
	Subtotal	\$59,000.0	\$58,773.6	\$40,407.0	\$17,388.5	\$57,795.6	\$1,204.4	99.6%	98.0%
<b><i>Passenger Facilities</i></b>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$15,886.0	\$13,250.5		\$13,250.5	\$2,749.5	99.3%	82.8%
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	2,133.5	126.8	274.5	401.3	2,098.7	85.3%	16.1%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	140.0	5.8	145.8	1,054.2	100.0%	12.1%
	Subtotal	\$19,700.0	\$19,219.5	\$13,517.3	\$280.3	\$13,797.6	\$5,902.4	97.6%	70.0%
<b><i>Safety &amp; Security</i></b>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,684.0	\$307.1	\$3,991.1	\$0.1	100.0%	100.0%
ARA0007	Bus Garage Security Update (ST23)	3,000.0	2,971.5	2,134.0	690.5	2,824.5	175.5	99.1%	94.2%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,953.3	0.0	2,953.3	46.7	100.0%	98.4%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.2	\$11,667.7	\$10,476.3	\$997.6	\$11,473.9	\$222.3	99.8%	98.1%
<b><i>Maintenance &amp; Repair Equipment</i></b>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9		\$4,998.9	\$4,998.9		100.0%	100.0%
ARA0010	60-Ton Crane for Track Work (ST17)	3,838.9	3,838.9	383.9	1,151.7	1,535.6	2,303.3	100.0%	40.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	7,652.7	2,084.8	9,737.5	770.7	100.0%	92.7%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	3,106.4	737.8	3,844.2	55.8	100.0%	98.6%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		1,647.9	0.0	100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.6	0.0	1,029.7	0.3	100.0%	100.0%
	Subtotal	\$25,923.8	\$25,923.8	\$13,820.4	\$8,973.1	\$22,793.6	\$3,130.2	100.0%	87.9%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>	<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY12 Expended</b>	<b>Total Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Operations Systems</i></b>								
ARA0013 Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$3,488.7	\$5,512.6	\$9,001.3	\$8,898.7	100.0%	50.3%
ARA0014 Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,965.3	1,415.9	826.4	2,242.3	757.5	98.8%	74.7%
ARA0018 Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		329.8	0.0	100.0%	100.0%
ARA0019 Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,477.9	22.1	1,500.0	0.0	100.0%	100.0%
ARA0026 Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
Subtotal	\$24,950.4	\$24,915.9	\$8,933.0	\$6,361.2	\$15,294.2	\$9,656.2	99.9%	61.3%
<b><i>Information Technology</i></b>								
ARA0015 Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,511.1	\$2,635.8	\$517.7	\$3,153.5	\$357.6	100.0%	89.8%
ARA0016 Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0	0.0	100.0%	100.0%
ARA0024 Document Management System (ST32)	749.2	749.2	749.2		749.2		100.0%	100.0%
Subtotal	\$9,260.3	\$9,260.3	\$8,385.0	\$517.7	\$8,902.7	\$357.6	100.0%	96.1%
<b>TOTAL ARRA PROJECTS</b>	<b>\$201,283.2</b>	<b>\$200,503.2</b>	<b>\$145,894.4</b>	<b>\$34,551.4</b>	<b>\$180,445.8</b>	<b>\$20,837.5</b>	<b>99.6%</b>	<b>89.6%</b>
<b><i>Miscellaneous Other</i></b>								
ARA0023 Program Management	\$550.0	\$424.5	\$196.2	96.0	\$292.1	\$257.9	77.2%	53.1%
Subtotal	\$550.0	\$424.5	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
<b>TOTAL ARRA PROGRAM</b>	<b>\$201,833.2</b>	<b>\$200,927.7</b>	<b>\$146,090.6</b>	<b>\$34,647.3</b>	<b>\$180,737.9</b>	<b>\$21,095.3</b>	<b>99.6%</b>	<b>89.5%</b>

**Definitions**

**Budget:** The current fiscal year's total planned cash payout.

**Obligated:** The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

**Expended:** The actual cash payout that has occurred to date in the current fiscal year.

**Unexpended:** The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

**Washington Metropolitan Area Transit Authority**  
**Approved Capital Safety & Security Program Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Safety &amp; Security Program</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY12 Expended</b>	<b>Total Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><u>Security Program</u></b>									
SEC0001	Bus Garage Security	\$5,836.5	\$2,834.0	\$2,626.8	\$99.3	\$2,726.1	\$3,110.4	48.6%	46.7%
SEC0002	Cameras on Buses	6,410.0	5,912.3				6,410.0	92.2%	0.0%
SEC0003	Cameras on Rail Cars	7,139.7	221.6	6.5	3.5	10.1	7,129.6	3.1%	0.1%
SEC0004	CCV and Access Control	11,675.8	385.7	40.3	44.7	85.0	11,590.8	3.3%	0.7%
SEC0005_01	Chemical Detection	1,906.0	39.1				1,906.0	2.0%	0.0%
SEC0006	Metrorail Station Camera	2,774.0	553.6	35.4	82.4	117.8	2,656.2	20.0%	4.2%
SEC0007	Montgomery Garage	23.1					23.1	0.0%	0.0%
SEC0008	PG Radio Upgrade	500.0	405.4	405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	1,282.4	38.4	88.3	126.7	6,391.1	19.7%	1.9%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	543.0	218.7	236.3	455.0	5,445.0	9.2%	7.7%
SEC0012	Vent Intrusion Detection	11,500.0	443.0				11,500.0	3.9%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4	1.0	142.4	32.6	100.0%	81.4%
<b>Total: Security Program</b>		<b>\$60,964.0</b>	<b>\$13,401.1</b>	<b>\$4,119.0</b>	<b>\$555.5</b>	<b>\$4,674.5</b>	<b>\$56,289.5</b>	<b>22.0%</b>	<b>7.7%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Passenger Rail Investment and Improvement Act (PRIIA)</b>	<b>Total FTA Approved</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY2012 Expended</b>	<b>Total Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>A. Vehicles/ Vehicle Parts</i></b>								
<b><i>Replacement of Rail Cars</i></b>								
CIP0057 1000 Series Rail Car Replacement	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
Subtotal	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
CIP0067 Rail Car Safety & Reliability Enhancements	\$14,546.5	\$14,546.5	\$9,827.1	\$2,464.1	\$12,291.2	\$2,255.3	100.0%	84.5%
CIP0063 Rail Rehabilitation Program	28,893.2	28,893.2	9,607.8	11,602.6	21,210.4	7,682.7	100.0%	73.4%
CIP0142 Rail Lifecycle Overhaul	40,820.3	40,820.3	20,000.0	10,491.9	30,491.9	10,328.4	100.0%	74.7%
Subtotal	\$84,259.9	\$84,259.9	\$39,434.9	\$24,558.6	\$63,993.5	\$20,266.4	100.0%	75.9%
<b><i>Rehabilitation of Buses</i></b>								
CIP0005 Bus Rehabilitation Program	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
Subtotal	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
<b><i>Bus Enhancements</i></b>								
CIP0002 Automatic Vehicle Location Equipment Replacement	\$8,570.6	\$5,135.8	\$1,770.0	\$29.5	\$1,799.4	\$6,771.2	59.9%	21.0%
Subtotal	\$8,570.6	\$5,135.8	\$1,770.0	\$206.2	\$1,799.4	\$6,771.2	59.9%	21.0%
<b>Total: Vehicles/ Vehicle Parts</b>	<b>\$181,483.8</b>	<b>\$178,049.0</b>	<b>\$121,858.2</b>	<b>\$24,764.9</b>	<b>\$146,446.2</b>	<b>\$35,037.6</b>	<b>98.1%</b>	<b>80.7%</b>
<b><i>B. Rail System Infrastructure Rehabilitation</i></b>								
<b><i>Rail Line Segment Rehabilitation</i></b>								
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$4,871.3	\$4,871.3	\$4,871.3	\$0.0	\$4,871.3	\$0.0	100.0%	100.0%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	55,231.1	54,385.1	33,690.8	12,883.8	46,574.6	8,656.5	98.5%	84.3%
Subtotal	\$60,102.4	\$54,385.1	\$38,562.1	\$12,883.8	\$51,445.9	\$8,656.5	90.5%	85.6%
<b>Total: Rail System Infrastructure Rehabilitation</b>	<b>\$60,102.4</b>	<b>\$54,385.1</b>	<b>\$38,562.1</b>	<b>\$12,883.8</b>	<b>\$51,445.9</b>	<b>\$8,656.5</b>	<b>90.5%</b>	<b>85.6%</b>
<b><i>C. Maintenance Facilities</i></b>								
<b><i>Maintenance of Bus Garages</i></b>								
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
Subtotal	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
<b><i>Maintenance of Rail Yards</i></b>								
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$7,833.4	\$0.0	\$1,201.7	\$1,201.7	\$14,297.7	50.5%	7.8%
Subtotal	\$15,499.4	\$7,833.4	\$0.0	\$1,201.7	\$1,201.7	\$14,297.7	50.5%	7.8%
<b><i>Rail Maintenance Facilities</i></b>								
CIP0071 Test Track & Commissioning Facility	\$5,154.2	\$1,827.4	\$1,713.2	\$0.0	\$1,713.2	\$3,441.0	35.5%	33.2%
Subtotal	\$5,154.2	\$1,827.4	\$1,713.2	\$0.0	\$1,713.2	\$3,441.0	35.5%	33.2%
<b>Total: Maintenance Facilities</b>	<b>\$39,532.1</b>	<b>\$28,539.4</b>	<b>\$20,591.8</b>	<b>\$1,201.7</b>	<b>\$21,793.5</b>	<b>\$17,738.6</b>	<b>72.2%</b>	<b>55.1%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Passenger Rail Investment and Improvement Act (PRIIA)</b>	<b>Total FTA</b>		<b>Prior Year</b>	<b>FY2012</b>	<b>Total</b>	<b>Un-</b>	<b>Obligation</b>	<b>Expend</b>
	<b>Approved</b>	<b>Obligated</b>	<b>Expended</b>	<b>Expended</b>	<b>Expended</b>	<b>Expended</b>	<b>Rate</b>	<b>Rate</b>
<b><i>E. Track and Structures</i></b>								
<b><i>Track Rehabilitation</i></b>								
CIP0023 Third Rail Rehabilitation	\$5,517.4	\$476.9	\$0.0	\$328.1	\$328.1	\$5,189.3	8.6%	5.9%
CIP0089 Track Fasteners	4,114.9	4,114.9	2,061.7	1,402.7	3,464.4	650.5	100.0%	84.2%
CIP0019 Track Floating Slab Rehabilitation	3,137.3	2,682.4	1,486.3	687.4	2,173.7	963.5	85.5%	69.3%
CIP0021 Track Pad/Shock Absorber Rehabilitation	6,194.6	4,290.6	2,268.6	1,176.1	3,444.7	2,749.8	69.3%	55.6%
CIP0024 Track Rehabilitation	79,573.9	79,573.9	37,219.5	21,397.3	58,616.8	20,957.1	100.0%	73.7%
CIP0022 Track Structural Rehabilitation	4,017.4	4,017.4	2,242.9	1,302.7	3,545.6	471.8	100.0%	88.3%
CIP0146 Mainline #8 Switch Replacement Program	6,331.0	6,331.0	424.6	1,642.1	2,066.7	4,264.3	100.0%	32.6%
CIP0018 Track Welding Program	2,125.7	2,125.7	466.9	725.7	1,192.6	933.1	100.0%	56.1%
Subtotal	\$111,012.1	\$103,612.8	\$46,170.6	\$28,662.1	\$74,832.7	\$36,179.4	93.3%	67.4%
<b><i>Station/Tunnel Rehabilitation</i></b>								
CIP0026 Station/Tunnel Leak Mitigation	\$6,198.6	\$6,198.6	\$3,057.4	\$1,760.1	\$4,817.5	\$1,381.1	100.0%	77.7%
Subtotal	\$6,198.6	\$6,198.6	\$3,057.4	\$1,760.1	\$4,817.5	\$1,381.1	100.0%	77.7%
<b>Total: Track and Structures</b>	<b>\$117,210.6</b>	<b>\$109,811.3</b>	<b>\$49,228.0</b>	<b>\$30,422.2</b>	<b>\$79,650.2</b>	<b>\$37,560.4</b>	<b>93.7%</b>	<b>68.0%</b>
<b><i>F. Passenger Facilities</i></b>								
<b><i>Elevator/Escalator Facilities</i></b>								
CIP0072 Elevator Rehabilitation	\$6,292.7	\$5,811.7	\$1,182.8	\$684.9	\$1,867.7	\$4,425.0	92.4%	29.7%
CIP0132 Elevator/Escalator Repairables	3,772.4	917.6	0.0	763.6	763.6	3,008.8	24.3%	20.2%
CIP0073 Escalator Rehabilitation	17,413.0	13,450.5	4,099.9	3,294.3	7,394.2	10,018.8	77.2%	42.5%
Subtotal	\$27,478.1	\$19,262.1	\$5,282.7	\$4,742.8	\$10,025.5	\$17,452.5	70.1%	36.5%
<b><i>Maintenance of Rail Station Facilities</i></b>								
CIP0087 Station Rehabilitation Program	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
Subtotal	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
<b><i>Rail Station Equipment</i></b>								
CIP0099 Police Emergency Management Equipment	\$1,084.1	\$650.6	\$626.7	(\$0.3)	\$626.5	\$457.7	60.0%	57.8%
Subtotal	\$1,084.1	\$650.6	\$626.7	(\$0.3)	\$626.5	\$457.7	60.0%	57.8%
<b>Total: Passenger Facilities</b>	<b>\$31,657.6</b>	<b>\$23,008.2</b>	<b>\$5,909.5</b>	<b>\$7,838.0</b>	<b>\$13,747.4</b>	<b>\$17,910.2</b>	<b>72.7%</b>	<b>43.4%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

<b>Passenger Rail Investment and Improvement Act (PRIIA)</b>	<b>Total FTA</b>	<b>Prior Year</b>	<b>FY2012</b>	<b>Total</b>	<b>Un-</b>	<b>Obligation</b>	<b>Expend</b>
	<b>Approved</b>	<b>Expended</b>	<b>Expended</b>	<b>Expended</b>	<b>Expended</b>	<b>Rate</b>	<b>Rate</b>
<b><i>G. Maintenance Equipment</i></b>							
<b><i>Rail Maintenance Equipment</i></b>							
CIP0136 FCC Radio Frequency Communication Changes	\$12,948.5	\$1,917.3	\$170.8	\$204.2	\$375.0	\$12,573.5	2.9%
CIP0139 NTSB Recommendations (See note)	90,532.4	48,511.0	10,114.7	11,919.1	22,033.7	68,498.7	24.3%
CIP0066 Rail Shop Repair Equipment	8,736.0	3,632.7	2,164.7	379.7	2,544.4	6,191.6	29.1%
CIP0020 Replacement of Rail Track Signage	1,975.0	1,975.0	1,014.3	319.1	1,333.4	641.6	67.5%
CIP0027 Switch Machine Rehabilitation Project	1,848.7	1,726.7	658.2	171.0	829.2	1,019.5	44.9%
CIP0025 Track Maintenance Equipment (See note)	35,235.9	2,711.6	676.7	952.7	1,629.4	33,606.5	4.6%
CIP0135 Train Control Signal	6,377.8	2,825.6	311.7	22.1	333.7	6,044.1	5.2%
CIP0133 Wayside Work Equipment	7,109.3	2,901.8	1,101.2	476.6	1,577.9	5,531.4	22.2%
Subtotal	\$164,763.7	\$66,201.7	\$16,212.4	\$14,444.5	\$30,656.9	\$134,106.8	18.6%
<b>Total: Maintenance Equipment</b>	<b>\$164,763.7</b>	<b>\$66,201.7</b>	<b>\$16,212.4</b>	<b>\$14,444.5</b>	<b>\$30,656.9</b>	<b>\$134,106.8</b>	<b>40.2%</b>
<b><i>H. Other Facilities</i></b>							
<b><i>MTPD Support Facilities</i></b>							
CIP0101 Police Substation- New District 2/Training Facility	\$3,819.8	\$2,209.2	\$642.2	\$48.3	\$690.5	\$3,129.3	18.1%
CIP0106 Special Operations Division Facility	830.9	830.9	830.9	0.0	830.9	0.0	100.0%
Subtotal	\$4,650.6	\$3,040.1	\$1,473.0	\$48.3	\$1,521.3	\$3,129.3	32.7%
<b>Total: Other Facilities</b>	<b>\$4,650.6</b>	<b>\$3,040.1</b>	<b>\$1,473.0</b>	<b>\$48.3</b>	<b>\$1,521.3</b>	<b>\$3,129.3</b>	<b>65.4%</b>
<b>Grand Total: Capital Improvement Program PRIIA</b>	<b>\$599,401.0</b>	<b>\$463,034.9</b>	<b>\$253,834.9</b>	<b>\$91,603.4</b>	<b>\$345,261.5</b>	<b>\$254,139.4</b>	<b>77.2%</b>

Please note that this report reflects project budgets approved by FTA and does not reflect subsequent reprogramming that is pending grant amendment.

**Definitions**

**Budget:** The current fiscal year's total planned cash payout.

**Obligated:** The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

**Expended:** The actual cash payout that has occurred to date in the current fiscal year.

**Unexpended:** The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$143,175.5				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$12,808.8	\$91.2
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			4,000.0	2,000.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
SmarTrip Program			9,600.0	0.0	9,600.0
CNG Buses Procurement			11,800.0	0.0	11,800.0
Precision Stopping			3,000.0	0.0	3,000.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			\$85,590.1	\$58,607.7	\$26,982.4
<b><u>Unrestricted Funds Available for Use:</u></b>		<b>(\$2,414.5)</b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	497.4	2.6
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,412.2	39.8
View 14 /U Street & 14Th			500.0	480.7	19.3
			\$21,102.0	\$18,667.2	\$2,434.8
<b>Balance of DC Funds Available for Use:</b>		<b>\$498.0</b>			
<i>DC Portion includes \$447,589 in uncommitted funds</i>					

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2012 - December 2011**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Maryland 37%</b>		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	1,339.5	5,404.8
			\$22,189.3	\$16,780.4	\$5,408.9
<b>Balance of Maryland Funds Available for Use:</b>		<b>\$10.7</b>			
<b>Virginia 27%</b>		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$8,082.8	\$0.0
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	100.0	0.0
Ballston (Multi-modal improvements)			1,032.2	909.6	122.6
Rosslyn Station Access Improve			798.1	691.2	106.9
Shirlington			1,978.0	1,978.0	0.0
Crystal City Potomac Yard Bus Way			522.0	284.2	237.8
Potomac Yard Station			1,500.0	558.5	941.5
			\$16,013.0	\$14,604.2	\$1,408.8
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$187.0</b>			
<b>Grand Total:</b>	<b>\$143,175.5</b>	<b>\$143,175.5</b>	<b>\$144,894.4</b>	<b>\$108,659.5</b>	<b>\$36,234.9</b>

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**AS OF SECOND QUARTER FISCAL YEAR 2012 - DECEMBER 31, 2011**  
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions  
\$ in millions

JURISDICTION	OPERATING	NOTES
<b>DISTRICT OF COLUMBIA</b>		
DC Dept of Transportation	(0.003)	
DC Dept of Transportation	0.169	
DC	0.000	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	7th Street Bridge
DC Dept of Public Works	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	Joint and Adjacent Escort Services
<b>Credits to be Applied to 3rd Quarter FY2012 Billing:</b>		
Interest Earnings on CIP & PRIIA Contributions	0.000	
<b>DC TOTAL</b>	<u><u>\$0.498</u></u>	
<b>MARYLAND</b>		
Montgomery County	0.085	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	Pending receipt of operating & capital/CMAQ
<b>Credits to be Applied to 3rd Quarter FY2012 Billing:</b>		
Interest Earnings on PRIIA Contributions	0.000	
<b>MD TOTAL</b>	<u><u>(\$0.070)</u></u>	
<b>VIRGINIA</b>		
Alexandria	(0.101)	
Arlington	(0.660)	
City of Fairfax	(0.031)	
Fairfax County	(0.447)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.000)	
Northern VA Transportation Comm.	(0.285)	
Virginia Department of Rail and Public Transportation	0.000	
<b>Credits to be Applied to 3rd Quarter FY2012 Billing:</b>		
Interest Earnings on CIP and PRIIA Contributions	0.000	
<b>VA TOTAL</b>	<u><u>(\$1.430)</u></u>	
<b>GRAND TOTAL.....</b>	<u><u>(\$1.002)</u></u>	

**Washington Metropolitan Area Transit Authority (Metro)**  
**Grant Activity for the Quarter ending December, 2011**

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Due to cost savings on other ARRA projects, Metro will purchase additional Metro Access vans to replace vans that have exceeded the recommended life span. Sixteen projects have been completed with a total value of \$69.7 million.
		To meet heightened reporting expectations: <ul style="list-style-type: none"> <li>Submitted required 1512 reporting of jobs and project progress that is viewable by the public at <a href="http://www.recovery.gov">www.recovery.gov</a>.</li> </ul>
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams conducted Targeted Train and Bus Inspections, critical infrastructure inspections, area saturation patrols, and Security Inspection Points.
FTA	Annual Formula Grants for Sections 5309 and 5307	Metro FY2011 <ul style="list-style-type: none"> <li>FFY2010 Section 5307 grant for \$139.4 million was awarded.</li> <li>FFY2010 Section 5309 grant for \$101.3 million was awarded.</li> </ul> Metro FY2012 <ul style="list-style-type: none"> <li>FFY2011 Section 5307 grant for \$128.6 million was submitted and awarded.</li> <li>FFY2011 Section 5309 grant application for \$101.2 million was submitted and the certification has been received from the Department of Labor.</li> </ul>
	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> <li>From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$125.0 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP.</li> <li>Metro submitted a draft application for \$149.7 million of FFY2011 PRIIA funds to support the Metro FY2012 CIP.</li> </ul>
	Congestion Mitigation & Air Quality (CMAQ)	<ul style="list-style-type: none"> <li>FFY2009, FFY2010, FFY2011 CMAQ Funds for Bus Replacement - Metro continues to use CMAQ funds to closeout New Flyer contracts for the purchase of replacement buses, spare parts, training and miscellaneous cost associated with the contracts.</li> <li>\$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.</li> </ul>
	Federal Earmarks	<ul style="list-style-type: none"> <li>FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96 percent of the projects have been completed.</li> </ul>
	Competitive Programs	<ul style="list-style-type: none"> <li>FFY2010 Section 5309 State of Good Repair - \$2.4 million grant application for Metro to develop an Asset Management Plan was awarded in July 2011.</li> <li>FFY2011 - Metro won 5317 New Freedom award in the amount of \$1.0 million for Bus Stop Improvements. The grant application is under review with FTA.</li> <li>FFY2011 Section 5309 State of Good Repair - \$1.5 million was won for Metro to continue its Asset Management Plan project.</li> </ul>
Safety & Security	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> <li>FFY2007 – Intelligence Analyst has begun work. Front line employee training continued.</li> <li>FFY2008 – Continued site visits for assessment. Proposals for CCTV on railcars under review. NTP on bus cameras issued.</li> <li>FFY2009 – K9 teams in service. Solicitations issued for various security technologies, bids received, and reviews begun.</li> <li>FFY2010 – Physical security 30% design review conducted.</li> <li>FFY2011 – Won \$12.7 million in TSGP funding and was awarded in September. Processes within MTPD for new positions begun to permit revised detailed budget submission to DHS for release of funding.</li> </ul>
	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> <li>FFY2008 – Metro Emergency Response Vehicle grant closed.</li> <li>FFY2009 – Completed Radio Upgrade project for Prince George's County. Final reimbursements submitted.</li> <li>FFY2010 – Requested additional funding due to changes in equipment requirements by FBI. Began procurement of specialized equipment.</li> </ul>

**Office of Procurement and Materials**  
**Sole Source Awards = / > \$100,000**  
**October - December 2011**

No.	Contractor	Contract No.	Description	Award Amount	Date of Award	Type of Funds	Program Office	Point of Contact	CA	Comments
1	Kelsan	YR12020	Various Kelsan OEM Items	\$ 509,228.32	11/14/11	Operating	RAIL	Morris Moses	Olivia Reynolds	
2	Merak NA Corp.	YR12057	Merak OEM	\$ 1,237,408.00	10/25/11	Operating	RAIL	Morris Moses	Olivia Reynolds	
3	Merak NA Corp.	GR12065	Merak OEM	\$ 588,337.38	11/15/11	Federal	RAIL	Morris Moses	Olivia Reynolds	
4	NFF	CQ10015TOG9-RFQ6	Senior InfoSec Consulting Engineer	\$ 312,000.00	10/24/11	Operating	IT MITS	Victor Iwugo	Celena Cochrane	
5	CH2MHill	CQ12075	Strategic Plan	\$ 450,000.00	11/29/11	Operating	DCPO	Rick Harcum	Celena Cochrane	
6	Luminator	CQ12073	Destination Sign Maintenance	\$ 750,000.00	12/01/11	Operating	BUS	Ruth Jefferson	Jeanann Watson	



**Finance & Administration Committee**

**Fiscal Year 2012**

**Financial Summary  
and  
Monthly Financial Report**

**December 2011**



# Operating Budget Report

December FY2012

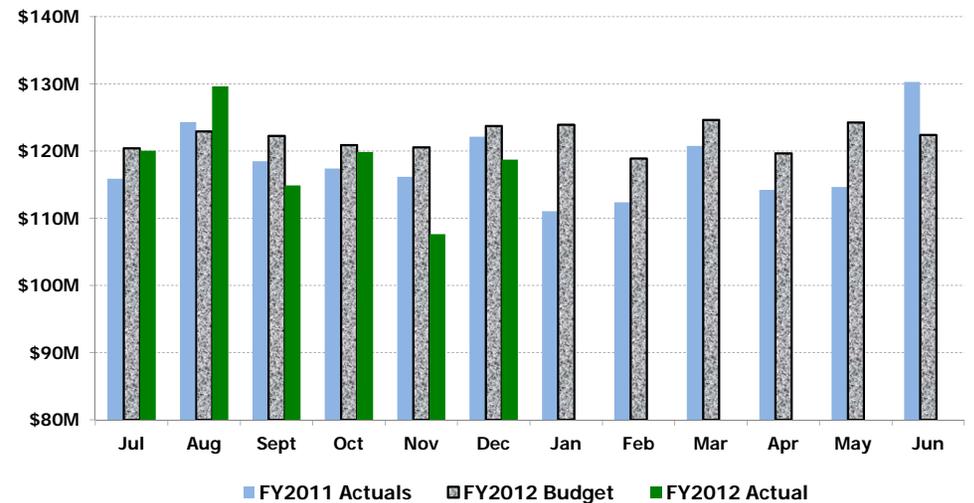
## Operating Budget (\$ in Millions)

MTD	Dec-FY2011		Dec - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 60	\$ 61	\$ 60	\$ 1	2%	
Expense	\$ 122	\$ 119	\$ 124	\$ 5	-4%	
Subsidy	\$ 63	\$ 58	\$ 64	\$ 6	-10%	
Cost Recovery	49%	51%	48%			

YTD	FY2011		FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 395	\$ 397	\$ 401	\$ (4)	-1%	
Expense	\$ 714	\$ 711	\$ 731	\$ 20	-3%	
Subsidy	\$ 319	\$ 314	\$ 330	\$ 17	-5%	
Cost Recovery	55%	56%	55%		1%	

## Operating Expenditures (\$ in Millions)



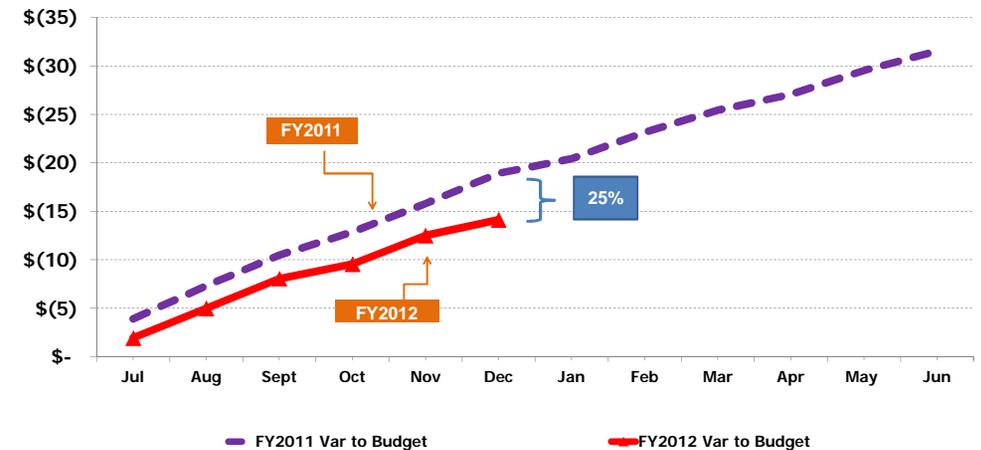
## Operating Program Highlights

As of December YTD, Metro is **favorable to budget** by \$17M, or 5%

Year-to-date expenditures - \$20.1 M or 2.7% favorable to budget

- Salary & wages below budget by \$8.6 M due to vacancies and YTD capitalization of labor
- Overtime (\$14.1 M) and fringe benefits (\$1.8 M) over budget due to vacancies and leave coverage in TIES, RAIL and Bus
- Materials and Supply expenses (\$3.9 M) over budget due to expenses associated with the South East garage closure, and a lag in capitalization of brake and elevator parts
- Service of \$15.4 M were favorable due to savings in paratransit expenses, and timing delays in TIES contract utilization and processing awards for BUS
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$8.9 M and \$7.0 M respectively

## YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



## Operating Budget Reprogramming Status

December: No reprogramming of operating funds

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury.



# Revenue and Ridership Report

December FY2012

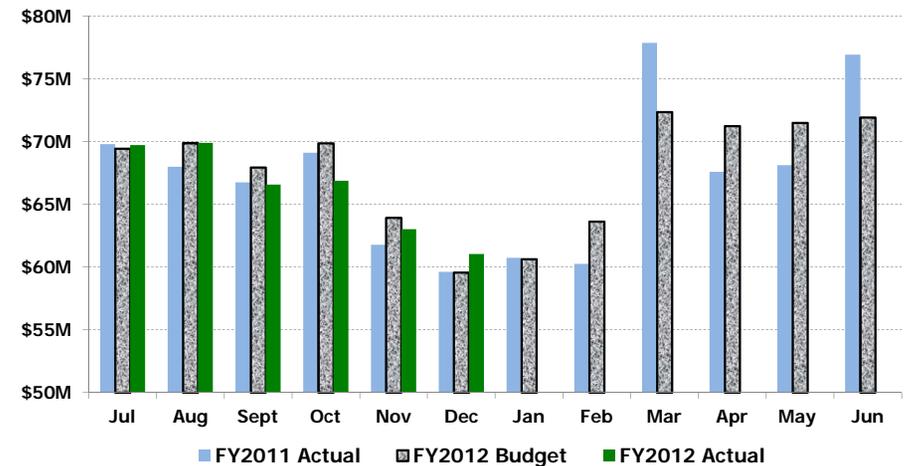
## Ridership (trips in thousands)

MTD	Dec-FY2011	Dec - FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	15,656	16,148	16,133	3%	0%
Metrobus	9,012	10,367	8,949	15%	16%
MetroAccess	195	169	195	-13%	-13%
<b>System Total</b>	<b>24,863</b>	<b>26,684</b>	<b>25,277</b>	<b>7%</b>	<b>6%</b>

YTD	FY2011	FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	107,709	107,689	109,099	0%	-1%
Metrobus	61,440	65,729	60,773	7%	8%
MetroAccess	1,211	1,030	1,247	-15%	-17%
<b>System Total</b>	<b>170,360</b>	<b>174,447</b>	<b>171,119</b>	<b>2%</b>	<b>2%</b>

## Revenue



## Revenue and Ridership Highlights

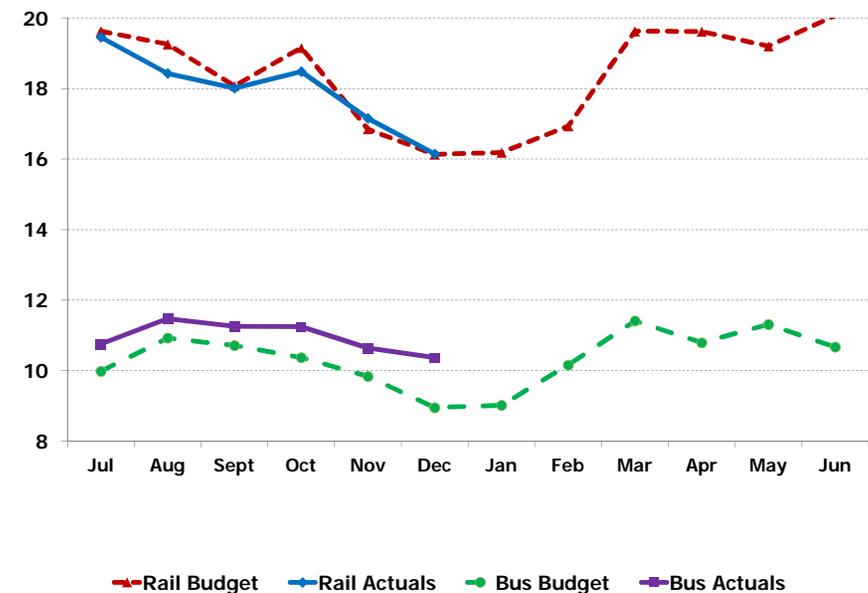
### Year-to-date Revenue

- Year-to-date, Metro is (\$3.5 M) unfavorable to budget in revenue
- Rail passenger fares are (\$6.5 M) below budget. Revenue in December was favorable to budget due to high ridership, resulting in an average fare of \$2.65 for the month, \$2.61 year-to-date.
- Bus passenger revenue is \$4.5 M favorable, December was highly favorable due to strong ridership. Average fare year-to-date is \$1.00
- Total other revenue is (\$1.5 M) below budget

### Year-to-date Ridership

- Rail ridership in December continued to show signs of improvement, exceeding projection slightly by 15,000. Similar to November, passenger trips were up during all weekday travel periods over the prior year; the largest increase occurring during the evening period. YTD ridership is 1.3% below projection.
- Bus ridership YTD is 5 M or 8.2% above budget, and 4.3 M or 7% above prior year. Average weekday ridership has been strong at 441,000 trips per day.
- Both Rail and Bus ridership were strong in December due to favorable weather. Compared to the prior two years, the warm temperatures and no snow encouraged people to utilize public transit.
- In addition, the holidays fell on the weekends, resulting in only one federal holiday in December. As a result, there was an increase in commuter trips over the prior year.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

December FY2012

## Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$844	\$754	\$150	\$290	\$554
FY2012 CIP	\$1,042	\$917	\$515	\$510	\$533

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
<b>Total</b>	<b>\$213</b>	<b>\$213</b>	<b>\$60</b>	<b>\$153</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$844	\$754	\$575	\$256	76%	34%
FY2012 CIP	\$1,042	\$917	\$699	\$307	76%	33%

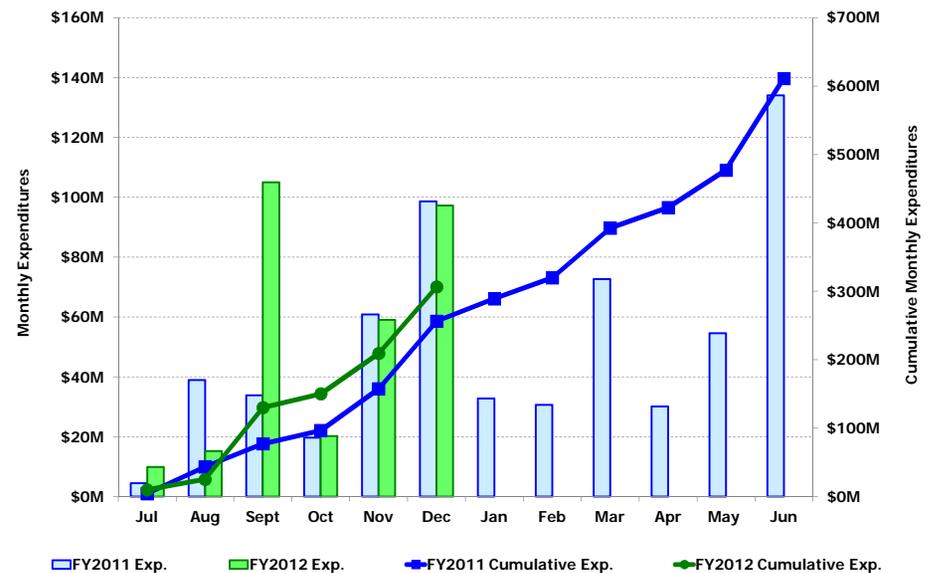
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$9	\$1	16%	1%
ARRA	56	55	35	98%	62%
Reimbursable	100	85	41	84%	41%
<b>Total</b>	<b>\$213</b>	<b>\$149</b>	<b>\$76</b>	<b>70%</b>	<b>36%</b>

## Capital Program Highlights

As of December 31<sup>st</sup>:

- The Capital Improvement Program (CIP) has expended \$307 million in FY2012. This is \$51 million, or 20 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$917 million for the fiscal year.
- 94 of the 100 FY2012 replacement buses have been received of which 48 have been placed into service.
- Major repairs were completed on escalators at the Largo Town Center and Minnesota Ave Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Arlington Cemetery and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Greenbelt Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 523 open joints; retrofitted 1,375 ln ft of floating slabs; replaced 542 "High Voltage" roadway safety signs; rehabilitated 6,698 ln ft of grout pads; tamped 26 miles of track; repaired 597 leaks; and replaced 11,307 cross ties, 1,1680 fasteners, 4,729 insulators, 6.5 miles ft of running rail, 8,455 direct fixation fasteners, 16 turnouts

## CIP Expenditures (\$ in Millions)



## Capital Budget Reprogramming Status

There was no reprogramming action taken in the Capital Program during the month of December



# HR Vacancy Report

December FY2012

## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,226	558	5%	

### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	3,115	159	5%	
Bus Services	3,796	122	3%	
Rail Transportation	1,499	112	7%	Rail hiring process is dependent on progress in Bus filling positions.
Information Technology	251	49	20%	
Metro Police Department	635	23	4%	
Rail Transportation				

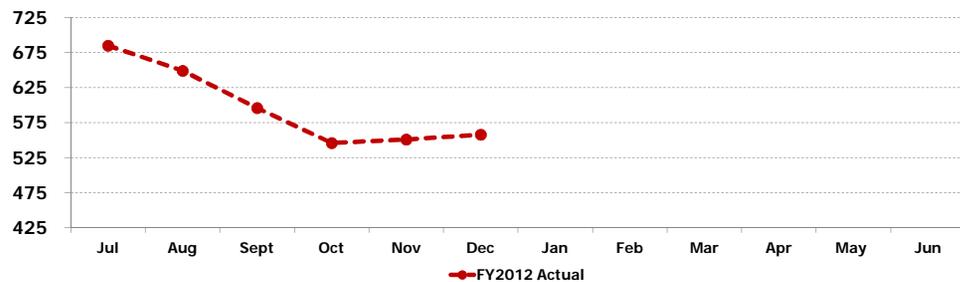
## Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Capital Positions</b>	1,019	179	18%	

### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	767	114	15%	
Information Technology	37	25	68%	Initiative to convert contract positions to full-time employees is ongoing
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

### Operating Vacancy Trend



### Capital Vacancy Trend

